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SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

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AS OTHERS SEE US.

Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Certificated Officers' Union.—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

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South Wales Echo.—"Well edited, and interesting."

YARNS.

CXXXIII.

CHARMING MRS. RADDLEBERRY.

"Hulloa, Mussett! who would have thought of seeing you here?" a voice sung after me one day in Fiji.

I turned, and to my astonishment perceived the Hon. Jimmy Spudkins, of the New Zealand Legislature, whom I had met in Wellington about ten days before my vessel, the s.s. *Bounder*, of which I was chief officer, left for 'Frisco. "Well, Mr. Spudkins," I replied, "who would have reckoned upon dropping across you?"

"Hush!" whispered the Hon. Spudkins, as he readjusted an abnormal eye-glass which had fallen out during his excitement; "there's a lady in the question—a widow—five thou a year! Let me introduce you to her." And Jimmy beckoned forward what seemed to me like an inordinately faked-up specimen of the feminine gender. I was introduced, and Mrs. Raddleberry sweetly responded to my salutation.

What a guy the woman was. Her costume was of white pique. She had a ruddy hued wrinkled face, and small twinkling pig-like eyes, while her figure was scraggy. But the lady's golden hair was magnificent; it was artistically coiled on the top of her head, and drooped wavily to her eyebrows. Mrs. Raddleberry's general get-up showed that she was a fifty-year-old who sought to pass for twenty-eight.

I subsequently heard that the amorous Spudkins had picked up the mature feminine in Wellington, and fascinated by her alleged yearly income, had proposed. Then they quarrelled about some trivial point, and the lady declared her intention of proceeding to Fiji, in order, as she said, to matrimonially hook a rich planter. Spudkins—a very soft chap when women were concerned—at once arranged for a couple of months' holiday, and followed his flame to Fiji, with the view of making matters up. After a few minutes' conversation, Spudkins said, "Of course you are returning to Suva in time for the Whitsun sports the day after to-morrow? A jolly party of us are going down. Mrs. Raddleberry, Mr. Thomas, the planter, and his lady, and Charlie Monro, who calls himself a plantation doctor. We have hired a cutter, and you as a sailor will be useful to us in a professional capacity. Will you join?"

"Delighted," I said, having no other engagement.

In the glorious breaking of a tropical morning we stepped on board the cutter.

The company mentioned by Spudkins

was augmented by a Mr. Holmwood, a festive overseer. Mr. Thomas, a bluff, jolly-looking man, lugged on board with him a huge double-bass fiddle. Monro, a very cynical Scot, was a man with whom I had some slight acquaintance, as he had been on a trip to Wellington with the *Bounder*. We had four Polynesian boys as crew.

Favoured by a glorious land breeze, we swept towards the sea. Thomas alternately played his huge fiddle and bawled out a variety of songs, while his spouse listened rapturously. The gay Mrs. Raddleberry appeared to have made up her mind to go in for wholesale flirtation, and, as a consequence, I could perceive that Spudkins's face grew black with annoyance. But the lady got precious little encouragement, as she was successively snubbed by Holmwood, Thomas, and Monro. Then, to my horror, she came to me at the tiller, and in her sweetest manner began telling me how she loved sailors, and so on. The woman was a frightful bore, but I had one grain of consolation for the infliction. Poor Spudkins got jealous, and looked as though he could eat me; I knew that he was heartily sorry he had asked me to come.

As we entered a beautiful bay, Monro, who was looking keenly ahead, electrified us by shouting, "By Heavens, we're in for a hurricane!" No sooner were the words out of his mouth than a fierce westerly blast came and our mainsail was half torn away. At once our cowardly crew, paralysed with fright, huddled together in the bow, and began loudly to invoke the assistance of their gods. I have no recollection of what happened among my companions, excepting that Mrs. Raddleberry screamed piteously, and Mrs. Thomas fainted.

I hastily put the tiller in Monro's hands, who told me to stand by the sail. I tried as well as I could to fix up the sail, but a fiercer blast stripped the canvas from the mast, and we scudded along under a tiny jib. Rain now came down as it does only in the tropics. There was continuous thunder, and rapid successive flashes of lightning—forked and sheet. Just as the hurricane seemed to reach its height, the keel of our craft grated on a patch of coral about two hundred yards from the shore, and notwithstanding the vehemence of the wind the bark became stationary. Monro shouted in Fijian to the labour boys, "Throw out the anchor!" and the cowering wretches obeyed. But the decayed rope parted and the anchor was lost. The Scotsman then shouted "Say your prayers, ladies and gentlemen, for in five minutes we'll be food for sharks!"

Mrs. Raddleberry gave a piercing scream and threw herself into Monro's arms. She piteously wailed: "Oh, save me, save me,

and I vow I'll marry you, and give you everything I have in the world."

The Caledonian rudely pushed the woman off.

The Hon. Jimmy Spudkins began to denude himself of his coat and vest.

"What are you going to do, darling?" sobbed the wretched Mrs. Raddleberry.

"Have a swim for it," responded Jimmy.

"And leave me to drown!" she groaned;

"Oh, cruel, wicked, heartless!"

Suddenly a mighty wave lifted us sheer off the coral, and we scudded shorewards at a terrific rate. In front I could discern the white crest of a reef gleaming amid the waters. Thank heaven! We were carried bodily over it, but a second later the cutter went crash against a huge tree, and the lot of us were instantly mixed up and knocked insensible.

I was the first to recover consciousness, and when I got on my feet and began rubbing my eyes, Monro came round.

The Scotsman at once set himself to examine his companions, and I was amazed to hear him a moment later emit a loud shriek of laughter.

"Great Scott! come here," he shouted; "what in the name of — is this?"

Being slightly bruised about the knee I hobbled over and perceived Thomas's bass fiddle transfixed by a feminine leg, with a natty boot on the foot portion, which by the concussion had been driven right through the instrument.

The leg was of cork, and belonged to Mrs. Raddleberry. We proceeded to the spot where the lady was lying. Beside her was a set of fine false teeth, and a little beyond her golden hair, which was simply a wig!

By-and-bye we got our people round; and all were able to walk excepting Mrs. Raddleberry. Indeed she wouldn't get up, but shrieked for help. Monro proceeded to a village and got a stretcher rigged up with a mat and two bamboos. Into this improvised palanquin Mrs. Raddleberry was lifted.

When the attention of the Hon. Jimmy Spudkins was drawn to the cork leg, the wig, and the set of teeth, his face was a study. He adjusted his eye-glass, curiously examined the trophies, and muttered, "That biz is all up, by jove."

A nice procession we formed as we made for the capital. First the four Polynesians carried Mrs. Raddleberry, then followed Thomas with his fiddle, his wife, and Holmwood; and lastly Monro and myself, the Scotsman having the custody of the lady's cork leg and wig, which articles he now and then flourished in the air.

When we reached the hotel we were greeted by the cheery voice of my old friend Dr. Gough. Perceiving Monro's burden, the doctor shouted, "What the deuce have you got there? Is the lady hurt?"

Mrs. Raddleberry, who was quite unaware of the fact that she was scalped and partially dismembered, wailingly cried, "Spuddy, dear! Spuddy, dear! Where are you? Come to me." But the Hon. Jimmy Spudkins was off!

Dr. Gough, on setting eyes on Mrs. Raddleberry, started and exclaimed, "What, Molly, on the job again? Remember I met you in Colombo ten years ago!"

Mrs. Raddleberry looked very confused and abashed, while Dr. Gough whispered to me—"A confounded adventuress; makes out that she is worth many thousand

a year, or something, and borrows money on these pretensions. She has an annuity, but a precious small one. Why, she has had people all over the universe—but, all the same, has been bowled out very often.

Mrs. Raddleberry, crestfallen and abject, left next day by a German steamer. I have met Jimmy often since, but he never alludes to our hairbreadth escape in Fiji nor yet to his ancient flame.

MARRIED SAILORS.

BY A COMMANDER OF THE ROYAL NAVY.

III.

If all young seamen should be looking forward to the holy estate of matrimony, it would be well in the meanwhile to form in the mind an ideal of a pure, chaste, and holy woman better than oneself, on whose high and lovable character to meditate—such a pure and holy woman as Eve was before the fall. Then we should strive to keep ourselves pure in mind and body, so as to be worthy of the affection of such a chaste and modest woman as we have conceived. The pure and holy Lord Jesus, who was "holy, harmless and undefiled," and who is Himself our example, tells us "that whosoever looketh on a woman to lust after her hath committed adultery with her already in his heart." If we would avoid this sin of unchastity, let us look with pity on shameless women who earn their living by prostituting their chastity, the richest jewel of a true woman; think of how grieved and shamed we should ourselves be if our mother or sister fell into this awful degradation and great sin, and remember that the seventh commandment is just as much for sons and brothers as for our sisters and mothers; and recall, too, God's solemn warning, often repeated in His Book, "Be not deceived: neither fornicators, . . . nor effeminate nor abusers of themselves with men, . . . nor drunkards, . . . shall inherit the Kingdom of God."

Foul minds are apt to bring forth foul words, for "out of the abundance of the heart, the mouth speaketh." "For from within, out of the heart of man, proceed evil thoughts, adulteries, fornications, etc., all these things come from within, and defile the man." It is bad enough to have foul thoughts ourselves, but surely it is much worse to be foul the minds of others, by giving expression to our own filthy imaginations. St. Paul enjoins the saints which are at Ephesus as to "fornication and all uncleanness, . . . let it not be once named among you as becometh saints; neither filthiness, nor foolish talking or jesting which are not befitting." Don't say anything, whether on board ship or ashore, that you would not like the pure and chaste and holy woman you would wish some day to marry, to hear you utter.

There are, alas, many foul minds afloat the mast as well as in the fore-castle; and these foul minds often indulge in filthy talk. Let us set our faces against such profane and disgusting babbling, which is apt to lead on to unclean deeds of which it is a shame to speak. But if a young man would not like the pure and chaste and holy woman he dreams of as being some day his devoted wife to do such shameful actions, he should not let his mind dwell on such filthy things, much less speak of them, or do them himself.

The old Book very plainly exhorts us

that "this is the will of God, even your sanctification, that ye abstain from fornication; that each one of you know how to possess himself of his own vessel in sanctification and honour, not in the passion of lust, even as the Gentiles which know not God; that no man transgress, and wrong his brother in the matter; because the Lord is an avenger in all these things, as also we forewarned you and testified. For God called us not for uncleanness, but in sanctification. Therefore he that rejecteth, rejecteth not man, but God, who giveth His Holy Spirit unto you."

Though the sexual passions in young men are specially strong, the power and grace of God are still stronger, and He can subdue what is evil in our thoughts, our words, and our deeds. Remember how we were signed in baptism with the sign of the cross, in token that we should not be ashamed to confess the faith of Christ crucified, and manfully to fight under His banner, against sin, the world and the devil. It is to help sailors in this arduous fight with evil lusts within, and with manifold temptations without, that the Missions to Seamen places itself at the service of every man who earns his living on the waters. Seek the Chaplain or the Reader of the Missions to Seamen, and ask his advice. He will tell you that many hundreds of young sailors and firemen are living lives of purity and holiness, of prayer and watchfulness, by the power and grace of God. Why should not other young seamen experience the same power, if they will only use similar means which other sailors have found effective? True, you may now be the bond slave of sin, tied and bound by the chains of an unclean lust, but these chains can be broken; the slave of the devil may become the free man of Christ.

Experience and Scripture are twin witnesses that the unclean can be washed and made clean. Give the Saviour from sin a fair trial in His own way, and you will find in Him an effective remedy to save you also from every foul thought, every filthy word, and every shameless deed. We secure His aid by personal prayer and constant watching, by meditating on His Holy Word, and by the united worship of God, whilst at the Lord's table "our sinful bodies are made clean by His body, and our souls washed through His most precious blood."

Then young men so made clean can look forward to marriage as a holy estate which Christ adorned and beautified by His presence in Cana of Galilee, and not merely as a means of satisfying carnal lusts and appetites, like brute beasts that have no knowledge of God; but reverently, advisedly, soberly, and in the fear of the Lord. Holy matrimony is indeed also to young men a remedy against sin, and to avoid fornication, that they may keep themselves undefiled members of Christ's body. It is also a holy estate for mutual society, help and comfort of man and wife, both in prosperity and in adversity. And that we may bring up children of our own in the fear and nurture of the Lord, and to the praise of His Holy Name,—children who shall carry on to the next generation the light of Divine Truth which we have ourselves received, and which may be to the comfort and salvation of bodies as well as souls yet unborn, and to the honour and glory of our God.

What nobler ambition can the young seaman aspire to than to be himself a son of God, an heir of Heaven, the centre of holy

influences over his shipmates and companions, fostering in them higher and better lives, and thus leaving the sea service of our country a happier, a purer, and a more God-honouring employment than when we entered it? And when we add to this the possibility of leaving behind us children of God, sprung out of our own bodies, who will, when we are gone aloft, carry forward what we have begun for the good of our fellow-men and the glory of our God; surely we are not born into the world without a noble purpose, worthy of those whom God has created in His own image, for "in the image of God created He man, male and female created He them."

A GOOD EXAMPLE.

CAPTAINS AND OFFICERS STRIKE

The official organ of the Mercantile Marine Service Association says:—"Ominous! Recent advices from Hong Kong show that there has been a general strike among the captains and officers of the Spanish steamers running out of Manilla. They demanded higher pay and a number of privileges, and as the fifty or sixty Unionists were bound over to each other in bonds of 500 dollars not to be content with less, and 'blockades' were warned that they would have their vital parts fatally punctured if they came around, their demands were granted. One firm, however, thought to get even by putting their officers on allowance as to food and liquor, which caused a second strike, and, as this had to go, the employees won again. The Hong Kong paper adds:—"Something of the sort would do no harm in Hong Kong, and doubtless many here will add, 'and in Great Britain too.' Well, seeing how much is obtained nowadays by sneaking and howling, by turbulence and strife, the temptation to adopt similar lives is great; and the wonder is that masters and officers have been quiet so long. But after all they are to be commended for their loyalty to those who employ them, and for the faithful service they have always rendered. And yet the question persistently thrusts itself forward, and must be dealt with, yes, the best interests of all concerned are wrapped up in the answer. How may the Mercantile Marine preserve its traditional character for unswerving fidelity to the property confided to its keeping, and, at the same time, effectually secure that due recognition of its increasing value to the capitalist which the upward movement of the times undoubtedly justifies? The fact cannot reasonably be disputed that masters and officers are as a class seriously underpaid; at any rate, whether disputed or not, it is a fact that the pay of the average master and officer has not kept pace with the advances in other departments of industry. Now, in dealing with this subject, regard must be had to the important and unique position which the navigator holds, and also to the imperative necessity for a cordial and confidential relationship with his employer being preserved inviolate. The safety of life and property, as well as the successful prosecution of every voyage, almost entirely depends upon the nautical heads in charge. They must be true to those whom they serve, as well as capable to command and control their subordinates; and while the latter may snap their fingers at their employers' interests and desert or destroy, strike or refuse duty, as they please, the former are depended upon as confidential servants, possessing a sort of Board of Trade guarantee for competency and fidelity. Now, the identity of interests on the part of owners and masters and officers is at once apparent, and the duty of owners to recognise in a generous spirit, without the suggestion of any recourse to pressure, is clear, and ought to come home to every right-minded employer, and we trust it will. One thing remains to be said. The principle of combination is not only popular, but it is wholesome. If masters and officers will but unite in one compact body, for mutual improvement and the general welfare of the service, the whole question of relations of owners, better status, increased pay, and general advancement will be at once lifted into a practical position, capable of the easiest solution and of all round benefit. Let every certified mariner respond!" Decidedly, we say, but let them join not the Mercantile Marine Service Association, which is controlled by shipowners, but the Shipmasters' and Officers' Union, which is not so foolish as to be so controlled.

SHIPMASTERS' AND OFFICERS' UNION.

A member writes:—"The other night I was talking to one mate, and I led the conversation on to the old sore subject—the engineers' big wages. Of course he was all at home in it. "Why should they have more than the mates?" "Why should they have three watches?" &c. I said, "Oh, their Union backs them up, and what one says all say." "Yes," he said, "it is time we had a Union, too." "Well," said I, "why don't you join the Officers' Union?" giving him one of our circulars. As soon as I said that he began, as a good many do, to say that he did not think it would come to anything, and he would wait a bit before he joined, and all the rest of it, until I was sick of him. Now, that is what beats me. Fellows see the effect of union in other trades, and still, instead of going heart and soul into the work, and trying to raise our Union to something like a respectable strength, they prefer to hang back and wait to see other people do the work and build the house that has to shelter them. "The Lord helps them that help themselves." If we want to better our condition, and to make the owners recognise and respect our position as officers, Unionism is the one and the only way to do so. How can we expect the owners to respect us if we don't make them feel that we respect ourselves too much to go on any longer giving up home comforts and the pleasure of the society of our friends for a mere pittance that hardly suffices to keep body and soul together? Oh, the mockery of the thing! To think that a class of men like our present certificated officers—educated men, men holding certificates of their abilities, men who are supposed to hold positions of trust, men who have to show an example to the whole crew—giving their services for next to nothing, and then talking about "waiting to see what the Union will come to." What can it come to? The owners cannot sweep the gaols, streets, and workhouses for men to fill our places, like they did the places of the sailors and firemen at Liverpool. Countrymen fresh from the plough, and fishermen from their nets, cannot navigate the ships in our room, and if we ourselves won't go for the money, the owners must either pay it or lay the ships up. They can't afford it, they say. Then how about Gordon's evidence at the inquiry into the loss of the *Julia Wiener*. That yarn won't hold water any longer after that. Mind, the struggle will be hot while it lasts, as the owners won't give up the monopoly they have enjoyed for years—to our detriment—of paying their officers just as much or as little as they liked, without a kick or two. But let us make our minds up to win, and remember the song, "Whatever men dare they can do," and if we but stick together we'll very soon bounce our wages up to a respectable and just amount. Another point that must be brought on the board is the manning question. If the Board of Trade won't take any steps towards making owners put a sufficient number of hands on deck we must take them ourselves.

At the annual adjourned meeting of the London Trades Council, the election of secretary took place. The choice lay between Mr. Shipton, who has occupied the post of secretary for eighteen years, and Mr. Hammill, who represents the advanced section of Trades Unionists. Mr. Shipton received 61 votes and Mr. Hammill 46.

MUTINY ON A MAN OF WAR.—Information received from Sydney confirms the report of a mutiny having occurred on board H.M.S. *Egeria* whilst in Australian waters, and as a result of the insubordination twenty-three of the crew were made prisoners. The information is dated the 3rd ult. It is said that the authorities were keeping the matter as private as possible, but from what has been gathered it seems that the outbreak occurred as far back as Good Friday. The *Egeria* was ordered on a lengthened cruise in the South Seas, and previous to leaving the men were granted an extra day's leave ashore, when it is stated they created the greatest uproar in the town of Auckland. It is reported that the men on Good Friday were ordered to "turn to," but as that day was regarded as a close holiday the men point blank refused to obey the order. The boatswain piped the men to duty, but there was no response, the men remaining below playing concertinas, singing, and keeping up Good Friday in their usual fashion. Subsequently 23 of the men were made prisoners, and were still prisoners on the 3rd ult., the ringleaders, it is said, being placed in irons. The *Egeria* was brought to Woolloomooloo Bay, and all communication with her forbidden pending the result of a court martial which was being held.

A WIDOW GETS £175 THROUGH THE UNION.

An exceedingly interesting event took place at the Tradesmen's Hall, Hill-street, Newport, on June 5, in connection with the local branch of the Seamen's Union, in the presence of a large seafaring audience. Last year a collision occurred in the Red Sea between the steamers *Homer* and *Odesa*, and resulted in the sinking of the latter. The lives of several of her crew were sacrificed. Among those who were lost was a seaman named Robert Jones, belonging to Newport and a member of the Union. The case was taken up with a view of obtaining compensation from the owners of the *Homer* for the widows, and Mr. Digby Powell, the legal adviser for the Newport Branch, with funds supplied by the latter, instituted proceedings. Mr. Powell certainly laboured indefatigably in conjunction with Mr. Gilman, and their efforts were attended with success. A claim was put in for £175 on behalf of Mrs. Jones, and although the poor widow was quite recently prepared to accept £150, Mr. Powell pressed the full claim, and his endeavours were successful. This was the origin of the gathering at the Tradesmen's Hall, the occasion being the presentation of the £175 to Mrs. Jones. The chair was occupied by Mr. J. Gardner, district secretary of the Union, and amongst those present were Messrs. F. W. Evans (Cardiff), W. Gibbs (treasurer of the local branch), G. W. Davies (chairman of the Newport Trades Council), F. Gilman (secretary of the local Branch of the Union), A. Gould, and others. The Chairman read a letter from the general secretary apologizing for his unavoidable absence, and Mr. J. Jenkins, of the Executive Council, sent a similar letter. The chairman, in opening the proceedings, said this was the first case of compensation for loss of life at sea won, and it would not be out of place if he said that the deceased member's wife would never have recovered the amount but for their organisation, and through its instrumentality. The widow had not even to expend one sixpence in obtaining it, for even if the case had gone to a higher Court, the Union, as a body, were determined to follow it. This showed the power of combination and organisation. The presentation was made by Mr. Gibbs, who made an interesting speech, and the ceremony failed not to evoke loud applause. Mr. F. W. Evans also delivered an excellent address, which dealt principally with the legal aspect of the movement, he touching at some length on the Employers' Liability Act, a measure which his observations tended to show he understood thoroughly. Mr. Digby Powell gave an account of the steps which he had taken to recover the compensation, and this drew hearty applause from the audience. Short addresses were also given by Mr. G. W. Davies and Mr. A. Gould, which were listened to with much attention. Mr. F. Gilman returned thanks on behalf of the widow (Mrs. Jones), who was accompanied by her sister, for the presentation made to her, and assured those present that the recipient was sincerely grateful for the kindness shown to her. (Applause.) The chairman, during the course of the proceedings, read an extract from the *South Wales Daily Telegram*, giving an account of the arrival in Newport of a seaman, whose illness at sea was greatly intensified by the bad food served out to him. The extract evoked expressions of sympathy for the unfortunate seaman, and there were cries of "shame." The proceedings throughout testified to the good results accruing from membership in the Seamen's and Firemen's Union, the speeches of the Chairman and Mr. F. W. Evans particularly pointing in that direction. Among the audience was a large contingent from Cardiff, comprising the officials of the Union, and a number of members connected with the Trades Unions of the district. The usual votes of thanks were awarded at the close of the gathering. Another proof of the benefits conferred by the Union is to hand. An unfortunate seaman who was a member of the organisation has become incapacitated from resuming his seafaring duties, through having been frost bitten on the feet while at sea, and the local Branch has provided him with the requisite materials for obtaining a livelihood as a shoeblack and news-vendor.

A TELEGRAM from Victoria, British Columbia, reports that the sealing vessels belonging to that place, which are cruising this season in Behring Sea, will employ a swift steamer on which their catches will be placed in order to elude capture by the American cruisers. A rendezvous will be established at Sandpoint, one of the Aleutian islands, where the steamer will receive sealskins and carry them to Victoria, out-sailing all the American cruisers.

CORRESPONDENCE.

WELCOME.

To the Editor of "Seafaring."

DEAR SIR AND BROTHER,—With this is mailed to your address a copy of the first printed monthly report of our young organisation. Some day I hope to have the occasion to tell you how much aid and comfort we have received from your able and brilliant journal. To-day that is impossible, for we are unable to measure its intensity and scope. Simply acknowledging the deep debt of gratitude we are under to your respected union, we ask you to command us whenever you think that any action possible to us may aid the grand cause of the organisation of labour in general and of the seafarers in particular. Hoping that the several Unions of seafaring men now established will rapidly increase in material, intellectual, and moral power, until the seafarers of the world are united in that supreme bond which alone can make us free.—I am, yours fraternally,

HUGH MCGREGOR, General Secretary.
International Amalgamated Sailors'
and Firemen's Union, New York, May 29, 1890.

MEDICAL MALTREATMENT OF SEAMEN

To the Editor of "Seafaring."

DEAR SIR,—Many people are under the impression that seamen when away in foreign ports are away from the eyes of everyone, therefore there is nothing to do but to pursue a career of recklessness. Those who think this of seamen are totally ignorant of shipping in foreign ports. Ships in foreign ports, as a rule, do not lie in docks the same as here, to give them facilities for going on shore, but lie off in open bays or in the midst of large rivers, and in many cases ships have the name of being in port when the port cannot be seen, cargoes being carried to and fro by lighters, and very little opportunity given the crew to carry on such immorality as many people are led to believe. Seamen think themselves fortunate if they get their foot on shore once or twice during a voyage. I have been voyages of about 18 months' duration, and one of these voyages the crew never had their foot on shore, and, as a rule, only one day's liberty is given. When, then, can this amount of recklessness be carried on, for sailors have no opportunity except when at home. People are blind as to how sailors are situated. When our ships are lying at wharves, in foreign ports they have equally as many drawbacks, because money would not be given them when wanted, but given about a day before the ship was about to leave, and in the majority of cases a bumboat or store would be given for the crew to take what was required in goods, and frequently no money is allowed, and licentiousness could not be carried on without means, which seamen never possess when away. Sailors on a voyage are in a semi-prison from the day they leave home till they come back again. No class have less opportunities for carrying on immorality, and no class suffer less from the diseases of immorality. The most terrible disease on board of ship is dysentery. Few people know how this is brought about, for it seems to be unknown to physicians or moralists. Dysentery! More seamen die from it than from any other known disease, yet it cannot be brought about by their food, which is dry and hard; their beef, which is impregnated with chloride of soda, acts as a powerful astringent. From a careful study of a general practice carried out on board of ship with seamen who are unable to test the truth of their illness, powerful cathartics (or purgatives) are administered. If the sick man cannot be driven on deck by such means a larger dose is given, and every successive dose is increased till their chemical action destroys the secretive functions of the intestines of those who may be unwell. If any seaman from this operation crawls on deck he is at once considered a loafer, and if he dies the word is passed along, "Who would have thought it." By this fiendish practice seamen die from what is considered dysentery; this villainous practice is carried out in nearly all cases of over one or two days illness, which is the cause of the large number of seamen dying from what is considered dysentery. Many masters glory in rapid movements are perceptible in seamen from the effects of over dosing. No doubt a great deal of this is brought about by ships being undermanned. When one or two of their number are laid up it heaps extra work on the remainder, and there is no time for anyone to see to those who are unwell, therefore the sick lie unattended and uncared for, and too much work falling on the crew makes them liable to be incensed against their suffering shipmate. Good attendance and kind nursing has been

acknowledged by all, even including our institutions for the sick, to be more effectual in bringing about the recovery of patients than the medical skill of physicians. If those who wish to improve the morals of seamen, would approach the subject of the disease of dysentery instead of recklessness, they would be approaching the scene of immorality and outrage on seamen, and until such is done, no matter how good their cause may be it can only be looked upon as hopeless, for at present it is not founded on the stability of truth.—Yours respectfully,

GEO. WILSON.

Liverpool, June 9.

FOR PILOTS.

To the Editor of "Seafaring."

SIR,—Whilst watching the steamships away from here yesterday morning I had pointed out to me an English one with a foreign man, a Swede, that was mate and pilot of her from here to sea. Now a short time since a similar case was on, only the ship was a foreigner, and the mate and pilot an Englishman. What did the pilots do but got him out of that ship, and he holds the same certificates as the foreigner does. Now is this not free and happy England with a vengeance! Britons, stand back! Our poor foreigner wants that loaf. You go and starve, only let him live! What I want to know is if one can serve in an English ship, why not the English in a foreign ship? Now this is no lie, as I have the word of some of the natives of this place, and the two men are living now—the Englishman walking about, the foreigner piloting the British vessel. I hope some abler pen will take this question up, as I think in my mind this wants stopping. If you stop one, stop the other. Wishing you every success,—I remain, your well-wisher,

FAIR PLAY ALL ROUND.

Goole, June 9, 1890.

THANKS.

To the Editor of "Seafaring."

DEAR SIR,—Will you kindly allow me, through your valuable paper, to thank Mr. Moodie, secretary of the Burntisland Branch of the N. A. S. & F. Union, and all others who kindly contributed to the fund on behalf of me and my family, while my husband, John Davison, fireman, was detained in hospital at Danzig through an accident. The amount that I received was £3 4s. 6d., for which I am grateful. Once more thanking all those who contributed, thus showing the benefit of being the wife of a Union man, I earnestly trust that wives will do their utmost to persuade their husbands to become members of that noble institution if not already joined.—I remain, Sir, yours obediently,

MRS. DAVISON.

Harbour-place, Burntisland,
June 9, 1890.

THE ENGINEERS' EXAMPLE.

To the Editor of "Seafaring."

DEAR SIR,—I have heard a good thing said for the Union only yesterday. Among about a dozen of gentlemen, all interested in ships some way, a sailing shipmaster was loudly complaining that it was unfair that engineers should be paid so much more money than mates were. A Scotch engineer present said that he did not agree in that, as engineers found that they were not paid too much, and only got what they did by reason of their being men who helped themselves by helping each other to advance, and they paid into a Union for that purpose. Whereas, he considered that masters and mates must think themselves well paid, from their reluctance to do anything to help each other to advance. On the contrary, masters tried to reduce mates still more, thereby acknowledging that they, when mates, had found themselves well paid. And also the outsiders, like engineers, &c., had the idea that masters were very guilty of eagerly offering their services for any rate of pay thrown at them; the poor ones had to do so, and the better did nothing for the general good of the class. Shipmasters, as a body, are destitute of all public spirit, and wrapped up in selfish conceit when in a berth—so unlike the engineers. I, myself, think we shall have to court the M. E. U. and the N. A. S. and F. Union for their help to save us from ourselves, by forcing us into Union by any steps they can take. Well-found ship managers can have no objection; it is the mean ones that will be forced to pay as fair wages as the generous managers that will feel; and what reason have we to have any tender regard for the feelings or interest of those who certainly have none for ours, or for ourselves either.

Yours faithfully,

London, June 11, 1890.

SHIPMASTER.

DEAD.

To the Editor of "Seafaring."

SIR,—Would you be so kind as to intimate the death of two of our shipmates on board the *Manx King*, on the voyage from South Shields to Port Pirie, South Australia:—Feb. 2, John Owens, a native of Port Madoc, Wales, in lat. 43° 22' N., long. 14° 14' W. (S. and F. Union). March 16, in lat. 37° 40' S., long. 10° 16' E., Hugh Williams, a native of Holyhead, Wales, killed by falling from the cross jack yard whilst in the performance of his duty.

Away in Wales by the seaside,
Father, mother fondly wait
For some tidings of their loved ones,
They who thus had met their fate.

Sharp and sudden came the message
That our shipmates' voyage was o'er;
No more tempest, no more trouble—
Calm and tranquil evermore.

Yours truly,

Port Pirie, South Australia, T. A. ASHTON,
April 30, 1890. Ship *Manx King*.

Several letters are held over for want of space.

THE Berthon lifeboat put into Newport, Pembroke, last Monday morning, and reported that it was blowing heavily, with rain, and the sea heavy and cross. The boat stood it well, shipping only one sea in Ramsey Sound Race.

SHIPMASTERS' AND OFFICERS' UNION.—Captain Geo. T. Luccock and Captain J. W. Wright, the secretary and president of the Shipmasters' and Officers' Union, 33, Market-place, South Shields, took their seats on the South Shields Trades Council, on Tuesday evening, June 3, in the interests of the shipmasters and officers of Great Britain and Ireland.

A RUNNER FINED.—At Cardiff, June 6, a summons was heard against Johannes Mahardt, runner for a boarding-house keeper named Hermann Wagner, Evelyn-street, for attempting on May 27 to persuade certain seamen, and persuading certain others, to leave the ship *Zythionius*, then on a voyage from London for Valparaiso, via Cardiff, and lying at Barry. The evidence showed that Mahardt went to the vessel and suggested that the men could obtain better wages at Cardiff, and managed to convey them from Barry. As they were about to set out, however, they were stopped by a constable, and one of the crew stated to the Court that he had received his advance note before leaving London. The defendant had been twice previously dealt with by the Court, and the stipendiary now inflicted a fine of £5 and costs, or, in default of distress, one month's hard labour.

SMUGGLING.—The New York Customs officials have detected smuggling by officers of transatlantic steamers, and make charges against the chief officer of the *City of Chester*. They boarded and searched the *City of Chester* on her arrival. The chief officer of the *City of Chester* had eluded arrest. The Custom House authorities, who have been on the alert since the stewards of the *City of New York* were detected smuggling, have made another capture—James Latham, barkeeper, and George Murdock, storekeeper, of the Inman steamer *City of Chicago*. It was suspected that some employees on the ship had been engaged in systematic smuggling for some time. When she arrived from Liverpool on Saturday last she was thoroughly overhauled. Mr. Hennessy, manager of the Inman Line at New York, who was seen on Sunday night, said: "Such a charge is simply preposterous. No doubt some stewards on Atlantic ships would occasionally carry over clothes, but there it ends. We have done everything in our power to stop this petty smuggling, and have always promptly discharged any employee caught in the act." All Atlantic liners reaching New York are now subject to a thorough overhauling of the hands by the Customs officials. A watch is being kept all along the south and west coasts of Ireland by the Coastguard officers, as well as by her Majesty's special service steamer *Hearty*, to capture, if possible, the Dutch schooners reported to be supplying fishing crafts and vessels making for Queenstown with contraband goods, such as tobacco, cigars, brandy, etc. The Customs officers of the port subject each arriving ship to a most rigid search. On the arrival of the Norwegian barque *Mentor*, in the harbour, from Buenos Ayres, an officer of the Customs discovered, concealed in an empty bunk, a quantity of foreign manufactured tobacco, about 30 lbs., belonging to one of the seamen, named Anton Olsen. The tobacco was seized, and the accused charged with smuggling. He was detained for three days, and the vessel has been remained.

SEAFARING DISASTERS.

Agnes Fraser, schooner, from Plymouth, struck pier head at Runcorn, smashing stern, etc.
City of Rome, s, docked at Birkenhead, and will go into the Graving Dock to ascertain the extent of damage. No apparent damage above water.

Coanwood, s, of North Shields, has proceeded from Dardanelles after repairing her machinery.

Eastward, previously reported ashore near Bahia Blanca, is high and dry.

Ella, schooner, of Troon, from Antwerp for Liverpool, has been assisted into Ramsgate, leaky.

Eclipse, steamer, of West Hartlepool, for Tyne, in ballast, collided with steamer *Federal*, for Hobart, in lower part of Gravesend Reach on Saturday morning; former has port bow damaged, latter has starboard quarter damaged; both vessels anchored below Gravesend.

Enden, s, from Hamburg, grounded opposite Goole, June 11, afterwards came off, with assistance of two tugs, and ran into dock wall, breaking stem and several plates on both bows.

Emily Stewart, see *Samuel Laing*.

E. Sutton, British barque, from Manzanilla for Boston, has been totally lost at Hollandes Point (Cuba). Crew saved.

Foahound, Her Majesty's ship, in entering Menai Straits grounded at Irishman's Bank, and remains.

Hero, s, of Liverpool, at Runcorn; broke main shaft off River Ribble.

Huntingdon, British steamer, in passing Gibraltar, June 11, signalled: Have been in collision with a Spanish vessel and sustained slight damage.

Kirkcaldy.—Telegram from Antwerp states:—German steamer *Johannisberger*, for Madras, and British steamer *Kirkcaldy*, from Hull, have been in collision; both slightly damaged.

Louis Buchi, United States steamer, has been burnt at sea. The crew were picked up by the *St. Bonan*, s, which got ashore in entering port, but afterwards got off and arrived.

Leon, from Preston for Nicaragua, has put into Holyhead with machinery out of order.

Lady Loch, s, has arrived at Ardrossan, making water about sternpost.

Leon, s, from Preston for Bluefields, arrived at Queenstown with machinery out of order.

Marpesia, from Cardiff for Callao, arrived at Monte Video on June 5 with cargo shifted, steering gear seriously damaged, running gear carried away, sails lost, front of poop stayed in, cabin swept, stores, compasses, and instruments lost.

Marcia, British s, which grounded near Helsingfors, has floated.

Pongola, s, previously reported with tail end of shaft broken and loss of propeller, has arrived at Natal.

Parthenia, of Liverpool, which sailed from Laguna for the Channel on Jan. 10, 1890, with a cargo of mahogany, and has not since been heard of, was on June 11 posted at Lloyd's as missing.

Russia, Cardiff for Cape Town, laden with coals, has arrived at Falmouth leaky.

Suez, British steamer, from Pondicherry for Marseilles, has arrived at Bombay, leaky, after being ashore at Maleatoll Reef, Maldives. Must discharge and dock for repairs.

Samuel Laing, steam collier, bound north in ballast, has returned to Gravesend with port quarter damaged through collision with schooner *Emily Stewart*, below the Sunk. *Emily Stewart* had bowsprit and jibboom carried away, and was towed to Sheerness.

Taisang.—Telegram from Lloyd's agent at Swatow, dated June 7, states that the *Taisang* s, is ashore on the Sugarloaf, a rock through her bottom. A later telegram reports that she has been beached at Swatow.

Warwick, s, has arrived at Quebec in tow with crank shaft broken.

Wingates, s, of South Shields, which sailed from Philadelphia for Copenhagen on March 21, with a cargo of maize, and passed Delaware Breakwater March 23, and has not since been heard of, was posted at Lloyd's June 11 as missing.

Warrior, British s, stranded San Stefano.

SHIPS SPOKEN.

Armida, for San Francisco, April 29, 1 N, 27 W.

Alexander Gibson, ship, of Thomastown, May 12, 36 N, 44 W, all well.

Alice Graham, barque, of Liverpool, steering east, June 4, 49 N, 14 W.

Alcinous, for Sydney, May 2, 1 N, 26 W.

Achievement, Lyttelton to Channel, for orders, all well, May 30, 45 N, 32 W.

Antonio, of Bordeaux, June 3, 49 N, 14 W.

Alpha, for Bremen, May 27, 42 N, 40 W.

Alma, Belize to Glasgow, June 1, 47 N, 24 W.

Britannia (?) barque, Pisagua to Falmouth 87 days, April 28, 1 N, 26 W.

Bass Rock, for Sydney, May 18, 13 N, 26 W.

British Sceptre, 11 S. 10 W. by the *Carmelita*, at Swansea.

Bandaneira, of Glasgow, Calcutta to Boulogne 99 days, May 21, 36 N, 43 W.

Balmoral, Chittagong to Dundee, June 5, 55 N, 14 W.

Bodryddan, Pisagua to Channel, April 3, 56 S, 58 W.

Bankfields (late James Beasley), barque, of Liverpool, steering south, April 23, 4 S, 27 W, all well.

Beecroft, ship, of Liverpool, San Francisco to Fleetwood, steering north, May 3, 2 N, 29 W.

Carrie Winslow, from Philadelphia, May 14.

Countess of Dufferin, barque, of Londonderry, Apalachicola to Londonderry, May 31, 48 N, 35 W.

County of Anglesea, Lobos Island to Falmouth, April 7, 21 S, 24 W.

County of Linlithgow, May 10, 12 N, 33 W.

Corisande, of Greenock, St. John to Pernambuco, May 21, 35 N, 43 W.

Cairnmore, British barque, London to Gulf of California 40 days, all well, April 22, 19 S, 36 W.

Clan Ferguson, English lugger, 16 N, 23 W.

County of Caithness, English ship, Cardiff to Batavia, April 27, 19 S, 29 W.

Campana, Padang to Lisbon 107 days, May 22, 35 N, 44 W.

Cupid, bound south, April 24, 1 S, 25 W.

Dunallan, Liverpool to San Francisco, March 16, 57 S, 69 W.

Elisabeths, barque, of Inverness, May 29, 49 N, 43 W.

Elmhurst, from San Francisco, steering north, April 11, 18 S, 25 W.

Elliot, of Arbroath, Calcutta to West Indies, March 9, 9 E, on the Equator.

Edderside, barque, of Liverpool, Liverpool to Iquique four days, all well, April (?) May 12, 44 N, 11 W.

Ecclefechan, of Glasgow, Hamburg to Calcutta, April 23, 7 S, 26 W.

Evelyn, of Liverpool, Glasgow to Sydney, 23 days, May 3, 2 N, 27 W.

Elliot, British barque, from Calcutta, April 3, 28 S, 50 E.

Foxglove, Lobos to Falmouth 100 days, May 25, 34 N, 45 W.

Fara, for Middlebrough, May 20, 34 N, 47 W.

Gurfield, for Melbourne, April 23, 5 S, 28 W.

Glenhuntingly, barque, for Buenos Ayres, April 26, 10 S, 32 W.

Grane, Trinidad to Hamburg 37 days, June 4, 48 N, 16 W.

Hyderabad, San Francisco to Sligo, June 5.

Hermes, for Rio Grande, May 19, 36 N.

H. B. Cano, New York to Shanghai, April 30, 35 N, 44 W.

Isabelle, of Swansea, May 23, 29 N, 19 W.

"Idore", bound east, June 5, 49 N, 7 W.

Java, Copiapo to River Tees, May 20, 35 N, 47 W.

Jane Fairlie, barque, of Greenock, all well, June 7, 50 N, 8 W.

Johanna, Rio Grande to Channel, May 25, 35 N, 44 W.

Kinchine, Iquique (?) Timaru to Channel, May 31, 49 N, 15 W.

Kinnaird, Rio Grande to Havre, 35 days, May 21, 35 N, 45 W.

Kappa, of Swansea, June 3, 49 N, 14 W.

Largo Bay, for Auckland, April 29, 1 N, 27 W.

Larnaca, for Antwerp, May 18, 35 N, 46 W.

Larnaca, of Liverpool, for Antwerp, April 15.

Lady Octavia, for Cork, March 22, 38 S, 33 W.

Llewellyn, barque, of Swansea, Whitby to Buenos Ayres, June 5, 39 N, 12 W.

Larna, a San Francisco to Antwerp, 118 days, June 2, 48 N, 16 W.

Mindoro, ship, Luscomb, from Manila, May 26, SE of Absecom, and was ordered to Boston.

Man's Island (?) Queen's Island, for Liverpool, June 1, 49 N, 21 W.

Monmouth-hire, barque, of Liverpool, Spencer's Gulf to Cork 90 days, all well, May 17, 4 N, 27 W.

Mary Frost, three-masted schooner, for West Indies, June 4, off Start Point.

Mozart, s, outward bound, May 2, lat. 1, long. 31, Mermerus, of Greenock, all well, May 28, 45 N, 11 W.

Nicanor, British barque, Wolfe, Guantanamo to Delaware Breakwater, May 25, lat. 29, long. 75.

Niola (late Times) barque, steering SW, all well, May 20, 13 N, 22 W.

Poonah, of London, for Falmouth, May 1, 3 S, 18 W.

Parthia, barque, of Liverpool, outward bound, standing to NW, 45 N, 8 W.

Pendragon, British ship, Rangoon to Rio Janeiro, May 10, off Cape.

Refuge, May 29, 45 N, 20 W.

Romanoff, for Buenos Ayres, May 21, 37 N, 47 W.

Royal Sovereign, June 5, 50 N, 8 W.

Ranavola, Grimsby to Buenos Ayres, April 29, 2 N, 25 W.

Samuel Plimsoll, British ship, June 2, 50 N, 4 W.

Salado, barque, of Greenock, Dunedin to London, June 1, 46 N, 23 W.

South Australian (?), Spencer's Gulf to Falmouth, 55 S, 56 W.

Snowdrop, Otago to London, May 22, 33 N, 44 W, by the *Charliwood*.

Stockbridge, all well, 22 S, 29 W.

Slieve Roe, from Liverpool, June 4, all well, 49 N, 10 W.

Sherbro, s, outward bound, May 18, off Tabou.

Skjold, Cardiff to Rio Janeiro, May 6, 3 N, 25 W.

St. Charles (?), steering north, April 20, 31 S, 25 W.

Trafalgar, of Glasgow, June 2, 50 N, 7 W.

Tacoma, for San Francisco, April 21, 1 S, 26 W.

Tiger (?) *Tiber*, of Liverpool, May 24, 36 N, 71 W.

Veronica, barque, all well, May 14, 4 S, 32 W.

West Glen, barque, of Liverpool, Carrizal to Middlesbrough, May 26, 26 N, 40 W.

Yorktown, from New York, 24 days, May 8, all well, 3 N, 29 W.

Zimi, of Cardiff, all well, May 4, 12 S, 30 W.

Zelmira, Brunswick (Ga.) to Rio Janeiro, April 28, 2 N, 25 W.

THE fishing boat *Good Hope*, at Anstruther, reports the loss of the skipper.

A NEW line of steam communication with Granton and Norway has been opened.

THE sailing vessel *Remtjedina* has just been bought by Mr. P. S. Nicoll, shipbroker, Dundee.

THE body of a man very much decomposed was found in the Mersey on Saturday. There was nothing to establish his identity.

THE Solway lightship, which broke from her moorings and drifted into Silloth Channel, has been picked up and towed into Silloth.

It is stated that there is shortly to be an increased and improved communication between Hong Kong and the Pacific Slopes of America.

THE sailing cruiser *Beaver*, which has been employed for some months past on fishery protection duty at the Dogger Bank, is to be refitted for another term of active service.

THE Union Steamship Co. of New Zealand is shortening the distance between New Zealand and Australia. The *Mararoa* recently succeeded in covering the distance between the Bay of Islands and Sydney in 84 hours.

WHILE many shipbuilders are bawling the dearth of new orders the firm of Messrs. J. & G. Thomson, Limited, Clydebank, certainly cannot complain. Shipbuilders at the Hartlepool are rapidly working through their orders. Marine engineers are consequently beginning to feel the effects of this state of thing, and with similar results. The steel and iron trade is only quiet.

TAKING A PILOT TO SEA.—At the monthly meeting of the Tyne Pilotage Commissioners, held on June 6, at South Shields, a question came before the Board in which a Cullercoats pilot stated that he had been taken from the Tyne to Norway on the mail steamer *Prospero* against his will, and under the Merchant Shipping Act he claimed compensation at the rate of 10s. 6d. per day for the 10 days he was away. The pilot was present, and said the vessel was going too swift to allow of his leaving her in the boat, which was towing alongside for the purpose of landing him. There was a gale of wind, and a high sea, and the boatmen were obliged to slip the rope inside the Narrows. The captain of the *Prospero* was also in attendance, and said the pilot made no protest. He considered that it was under unavoidable circumstances that the pilot was carried to sea. The Board decided that the captain could have safely stopped the ship, therefore, under the Act of Parliament, the pilot was entitled to 10s. 6d. per day.

PROPOSED OCEAN PATROL.—An ocean patrol is being suggested by the Americans, in view of the recent accidents to transatlantic liners. They propose to divide the steamer routes into eight squares, each patrolled continually by a vessel which would form a perpetual floating station, ready to help in case of disaster. Old warships might be utilised, and would be admirable training ships for officers and men. England and the United States could contribute two vessels apiece, Italy, France, Germany, and Sweden, the like number. This scheme is to be laid before Congress, the promoters asking for an international conference to study the details.

IN THE DOG WATCH.

The Load Line Bill is no longer a Bill. It is an Act of Parliament. The Bill received the Royal Assent last Monday, which Assent transforms it into an Act of Parliament, otherwise the law of the land. "Hurrah!" said Mr. Plimsoll, when the President of the Board of Trade a few months ago lent a favourable ear to the deputation in favour of the compulsory load line, and "Hurrah!" seamen may more joyfully echo now that this battle is won.

Bravo, Denmark! It is announced that the general secretary of the Danish Sailors' Union has written to Mr. J. H. Wilson, of the National Seamen's Union, asking him to furnish the Society with the names and addresses of all English shipowners, with a view to the forcing up of the wages of the Danish seamen, and making them equal to those paid in England. Mr. Wilson, we hear, intends to supply the information asked for.

Mr. Fitzpatrick, as will be seen from our reports from Dundalk and Drogheda, seems to be highly successful in spreading the light of Unionism in Ireland. Himself an Irishman, full of the enthusiasm and fervid eloquence which characterise his countrymen, he is well qualified to advance the cause in that quarter, and we trust that the success which has so far attended him will continue.

It is interesting to note, as one of the results of Mr. Plimsoll's tackling the subject of provisions, that in the House of Commons Lord George Hamilton, First Lord of the Admiralty—the civil head of "the Queen's Navee"—replying to Dr. Cameron, says steps have been taken to render it impossible in the future for any of the beef and pork deemed unfit for consumption on board Her Majesty's ships to find its way on board the mercantile marine. Some of it would find its way to the soap-boiler, and the remainder would be chemically treated, so that it could not possibly be used for human food.

A contributor to the London *Echo*, who signs himself "Craftsman," and whose functions are to deal in the columns of that paper, with "Workmen's Interests" says, in reference to the Manifesto of the National Union and the Hull Society, which we printed last week, and again publish in our advertisement columns:—

"The document is important as showing how largely Unionism among seamen has assumed an international character. Of course, I cannot guarantee that the long list of Unions given above are all large and important, but such reciprocal action among Unionists whose headquarters are separated by wide seas is really unprecedented."

Quite so. Unprecedented indeed. Persons who laughed to scorn—as the *Daily Telegraph* three years ago did—the idea of seamen ever combining, should feel small. For the benefit of "Craftsman," we may add that "the long list of Unions" referred to, comprises some very large Unions indeed—the National Seamen's Union being one of the largest in the world—while those which are not large are all of them important.

From the Newport Branch of the Sailors' and Firemen's Union we do not hear so often as we should like, but, as will be seen from the report on page 11, this fact by no means signifies that the Newport Branch is asleep. On the contrary, that Branch is evidently very wide awake indeed, and doing excellently well, as the figures given in the report referred to abundantly testify. This progress is all the more creditable to Messrs. Gilman and Gibbs, and gratifying to Union men generally, when we recall the fact that—to put it mildly—the conduct of the former secretary left much to be desired—in more senses than one—and the task of raising the Branch to its present flourishing condition was all the harder, and is consequently all the more creditable to the present officials.

The numerical and financial progress of the Newport Branch is not the only pleasing feature of its report, on page 3 we also read how, thanks to the action of the Union, and the ability displayed by Mr. Digby Powell, the solicitor to the Newport Branch, £175 has been recovered for Mrs. Jones, a widow, as compensation for the loss of her husband, who perished in a collision. A local paper remarks that seamen and shipowners must alike feel pleased, since it was the insurance company that had to pay. The seamen unquestionably are pleased, but whether the shipowners will like the Union to have the credit of getting the money for the widow is quite another question. To the Union—including, of course, its Newport officials, in particular—that credit nevertheless belongs.

Nor is this the only instance just to hand of what Unionism can do for the widows. This week we have a letter from Mrs. Catherine Mitchell, widow of the late Mr. J. B. Mitchell, who lost his life while serving as chief officer of the ill-fated steamer *Julia Wiener*. Capt. Luccock, the energetic secretary to the Shipmasters' and Officers' Union, got up a subscription for her, and he has had the pleasure of handing her £19 15s. 10d., which has helped her to take a little shop. As we have advertised her shop free, Mrs. Mitchell expresses her thanks, but conveys them in terms so flattering to us that we cannot print her letter; though we may note—for the benefit of persons who court bankruptcy by failing to advertise in SEAFARING—that Mrs. Mitchell says our advertisement "has been the means of bringing many stewards and seamen and firemen to trade at my little shop"—a circumstance which says much for the said customers—and we share her hope "that by paying attention to their wants, she will be able to maintain their patronage."

A more important part of Mrs. Mitchell's letter is, however, yet to come. After thanking Captain Luccock and others, including the captain and crew of the Aberdeen steamer *Glengelder*, Mr. Mowbray, chief officer of the steamer *Guyer*, Mr. McKenzie (extra master), chief officer of the steamer *Peace*, and the wife of Captain Sinclair, Marine School, South Shields. Mrs. Mitchell adds: "I trust that the Editor of SEAFARING, Captain Luccock, and the officials and members of the Shipmasters' and Officers' Union may be spared with long life to carry on their good work, and I must say it is my humble opinion that no wife of either a master or a mate

ought to allow her husband to go to sea without becoming a member of this Officers' Union, for depend upon it many can help one, when the hour of trouble and distress comes upon us." Wives, mothers, and dependents generally of seafaring men please note and remember that it is not fair to you that your breadwinners should neglect to join the Union.

Among our correspondence this week will be found a letter from the general secretary to the International (American) Sailors' and Firemen's Union. The monthly report which he sends us is the first that Union has published, and is dated May 15. It is about a quarter of the size of SEAFARING, and the price is ten cents (or fivepence). Nearly the whole of the report consists of the rules or constitution of the Union, and lists of officers and boarding-houses, and official notices. Only a twelfth part is devoted to what may be called news, consisting of the financial report and the decisions of the Executive, so that the publication cannot be regarded as a newspaper, for the law—as interpreted by the Post Office, in England at least—is very strict in requiring that whatever purports to be a newspaper must have news for more than one-half of its contents.

This fact may be worth noting for the benefit of our friends across the Atlantic. At the same time it must be stated that the report does not profess to be a newspaper—though the constitution of the Union clearly contemplates having a newspaper—but as it is a report it will no doubt after this, the first number, tell us how the Union and its Branches fare, and it will not be found necessary to devote so much space to setting forth the rules, etc. Meanwhile, we may note that the report, which is well printed and got up, starts with the watchwords "Organisation," "Education," "Fraternity," and the following quotation from St. Augustine:—

Unity; In all things necessary.
Liberty; In all things doubtful.
Charity; In all things.

Next come these lines:—

THE UNION.

"Sail on, good ship, the future State!
Sail on, O Union strong and great!
Humanity with all its fears,
With all the hope of future years,
Is hanging breathless on thy fate!
We know what true men laid thy keel,
What workmen wrought thy ribs of steel,
Who made each mast, and sail and rope,
What anvils sang, what hammers beat,
In what a forge and what a heat
Were shaped the anchors of thy hope!
Fear not each sudden sound and shock,
'Tis of the wave and not the rock;
'Tis but the flapping of the sail,
And not a rent made by the gale!
In spite of rock and tempest's roar,
In spite of false lights on the shore,
Sail on, nor fear to trust the sea!
Our hearts, our hopes, are all with thee,
Our hearts, our hopes, our prayers, our tears,
Our faith triumphant o'er our fears,
Are all with thee—are all with thee!"

This is followed by the Pledge of the Union—and an excellent pledge it seems—running thus:—

"I, do hereby promise to abide by the rules of the International Amalgamated Sailors' and Firemen's Union, and to use my endeavours to further the interest of said Union. I pledge myself to abstain from talking of Union matters in all places save in the office and meeting room of the Union. I promise to treat all members as brothers and keep

aloof as much as possible from the individual who is pleased at the thought of being called "scab." I promise to keep all signs and passwords of the Union strictly secret, and to help to the best of my ability the officers of the Union in the furtherance of its interests, and for ever to remain a Trades Unionist in word and deed, espousing the principles and teaching the doctrine of the emancipation from tyranny and oppression of all who toil in order that they may live.

Next we have the following preamble:—

FELLOW WORKERS.—The incalculable blessings secured by thousands of workers by their adherence to the principles of Trades Unionism, convince us that the tyrannical, oppressive rule of the ship-owners and others over the seafaring community in the past, has been due to the unorganised and isolated condition of the seafarers alone. Having the welfare of our craft at heart, and believing it possible to better our social condition, we have therefore formed the International Amalgamated Sailors' and Firemen's Union, so that we by combined action may be enabled to protect our interests and defend ourselves successfully against all future encroachments of capitalists on our lives and liberties. For many years the life of the seafarer has been looked upon as nought by ship-owners. Vessels have proceeded to sea time after time in a wholly unseaworthy condition; thousands of lives have been needlessly lost through inhuman practices, such as undermanning, overloading, etc., while the cry of widows and orphans created by commercial greed and the rush after personal aggrandisement has rent the air, and enlisted public sympathy in our behalf for a short time. Yet lives lost were soon forgotten; yea, we ourselves even went so far as to forget entirely that we had interests to protect, forgot that day by day we stood face to face with innumerable dangers, which by a little thought could have been avoided. Now thoughtfulness combined with tact and energy has brought about the successes achieved by all labour organisations, and following in the footsteps of prominent Trades Unionists who have gone before, we have resolved to band ourselves together, to form a Union and bond of brotherhood amongst the seafaring community on a good and firm basis, so that the future prospects of seafarers may be brightened, and that those who go down to the deep in ships may be added to the list of the ever increasing great brotherhood of labour, united, determined to fight to the end: "Man's Inhumanity to Man."

Towards the end of the report appears "a portrait of George Reid, otherwise George Watson Reid, copied from SEAFARING," headed "Caution," and we learn that "the said George Reid was expelled from the Union by the unanimous vote of the delegates assembled at the first annual convention of the International Amalgamated Sailors' and Firemen's Union, held in the City Hall of New York City, April 14 to 17, 1890."

Now that the American Union has thrown this Jonah overboard, it and the British Union are firm friends as they ought to be, and members of the Seamen's Union of Great Britain and Ireland will unite with us in wishing all success to the new American Organisation. To us it is doubly gratifying to learn, as we do from the general secretary's letter, that SEAFARING has been so useful to the cause in America.

Shipmasters and officers who have not yet joined the Union started for their benefit, would do well to read and think over the letter which we print this week on page 3 dealing with that subject. As our correspondent points out, the owners cannot employ unskilled men to take their places, so masters and officers have but to combine and victory will surely be theirs. The success of the Sailors' and Firemen's Union, which has had unskilled labour to contend against—an enemy that masters and officers cannot have to fight—should surely en-

courage the most faint-hearted to arouse and join the Union, and determine to protect their interests. That is a duty which they owe not merely to themselves and each other, but to their wives and families.

GOT CERTIFICATES

As Masters or Mates, during week ended 6th June, 1890.

Note.—Ex. C., denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate; S.S., denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Taylor, Ernest Jno.	O C	London
Stanley, Wm. F.	O C	London
Le Feuvre, Francis	O C	London
Johnson, Wm. Bradford	O C	London
Jones, David	1 M	London
Sweeting, Fredk. Jas.	1 M	London
Atkins, Fredk. Peter	1 M	London
Mortimer, Saml.	1 M	London
Goodenough, Geo. F.	1 M	London
Ransby, Benjamin	2 M	London
Cocks, Edwd. Chas.	2 M	London
Norman, Wm.	2 M	London
Woodside, Alex.	2 M	London
Burroughs' A. Davis	2 M	London
Owens, Griffith	2 M	London
Meadows, Jas. B.	2 M	London
Miller, Clarence G.	2 M	London
Wright, Wm. Saml.	2 M	London
Owen, Owen	1 M	Liverpool
Golborne, Chas. A.	1 M S S	Liverpool
Bateman, Thos. Hy.	1 M	Liverpool
Lockyer, Hugh	2 M	Liverpool
Hall, Robert	2 M	Liverpool
Allen, Simeon J.	2 M	Liverpool
Evans, Edwd. B.	2 M	Liverpool
Clark, Jas. Allen	O C	Liverpool
Bales, Frank	O C	Liverpool
Rowley, Wm.	2 M	Glasgow
Spencer, David C.	2 M	Glasgow
Wallace, Chas.	2 M	Glasgow
Paton, Jas.	O C	Glasgow
Murchie, Archd.	O C	Glasgow
Nicoll, Robt.	1 M	Glasgow
Nicoll, Chas. D.	2 M	Dundee
Weir, Wm. R.	O C	Dundee
Peebles, Wm.	1 M	Dundee
Spence, Alex. McIntyre	O C	Aberdeen
Emslie, Alex. Jas.	O C	Aberdeen
Cunningham, Jno. P.	M S S	Dublin
Fisher, Wm. Lewis	1 M	Dublin
Jackson, Isaac	O C	Plymouth
Pentecost, Ernest H.	1 M	Plymouth
Pow, Allan R.	2 M S S	South Shields
Grantham, Walter	2 M	South Shields
Sayman, Thos. Jas.	2 M	South Shields
Parkinson, Chas. Jas.	1 M	South Shields
Orner, Geo.	O C	South Shields

HOME TRADE.

E noe, John Master Dublin

ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Reed, Jno.	1	London
Davies, Wm. Edwin	1	London
McDonald, Wm.	2	Liverpool
Kay, Saml.	2	Liverpool
Allan, Thos. C.	1	Liverpool
Millar, David B.	1	Liverpool
Kermode, Jas.	1	Liverpool
Dickinson, Wm.	1	Liverpool
McCormick, Jno.	2	Glasgow
Paterson, Wm.	2	Glasgow
Wright, Geo. R.	2	Glasgow
Black, Thos.	2	Glasgow
Strachan, Wm.	2	Glasgow
Wilson, Wm.	2	Glasgow
Kinghorn, Robt. E.	2	Glasgow
McLaren, Robt. S.	2	Glasgow
Ross, Hy. Jas.	1	Glasgow
Hamilton, Jno. R.	1	Glasgow
Macfarlane, Jno. L.	1	Glasgow
McDonald, Jno.	1	Glasgow
Kerr, Jas.	2	Greenock
De Gruchy, Andrew S.	2	Greenock
McCartney, Jno.	2	Greenock
Brander, Jas.	2	Greenock
Thomson, Thos.	1	Greenock
Boyd, Wm.	1	Greenock
McGhee, Wm.	1	Greenock

Name.	Class.	Port of Examination
McGown, Jas. P.	1	Greenock
Macfarlane, Richd	1	Greenock
Foggie, Andrew H.	2	Leith
Stark, Robt.	2	Leith
Jack, Robt	2	Leith
Fulton, Wm. Geo.	2	Leith
Main, Peter C.	2	Leith
Longhurst, Geo. A.	2	Leith
Rowan, Thos. Wm.	1	Leith
Paterson, Andrew	1	Leith
Harrison, Hy.	2	Dublin
McKenzie, Geo.	2	North Shields
White, Geo. Jno.	2	North Shields
McGill, Jno.	2	North Shields
Hutton, Jas. Clarke	2	North Shields
Jobson, Alex.	1	North Shields

THE THAMES SHIP JOINERS' STRIKE.—Though confident hopes were entertained that before the close of another week this strike, which has now lasted for 14 weeks, would be settled, all efforts at conciliation have proved a failure. The strike, therefore, still continues, the men receiving pay at the rate of £1 per week.

THE White Star steamer Doric, which has for some years been running in the Shaw, Savill, and Albion Company's service, between London and New Zealand, has just made her fastest round voyage, her actual steaming time being only 77 days 6 hours and 50 minutes, or two-and-a-half months in making the circuit of the globe. The total distance run was some 28,000 miles.

BARRY PILOTAGE DISPUTE.—A Cardiff correspondent writes:—I learn on good authority that the summons against William Dyer, a Cardiff pilot, in the case known as the Barry Pilotage Test Case, has been issued, and will be heard at a special sitting of the Penarth magistrates, to be held on Tuesday next, the 17 inst., at Penarth. At the last meeting of the Cardiff Pilotage Board the right of the Barry Board to deduct 2½ per cent. from the earnings of pilots taking ships into Barry Dock was questioned. The subject was referred to the finance committee, who after consulting with Mr. F. H. Wilson (the solicitor to the board), decided to ask counsel's opinion upon the point. The matter has been submitted to Sir W. Phillimore, and upon the receipt of his opinion a special meeting of the Pilotage Board will be held.

ALLEGED ILLEGAL PROSECUTION.—In the Court of Session, Edinburgh, before Lord Trayner, actions have arisen out of the prosecution at Linlithgow, in June last, of eight members of the crew of the *Tay*, s, belonging to the Carron Company, for refusing to proceed to sea, in contravention of the Merchant Shipping Act, 1854. The leading pursuer is William Hastings, fireman, residing at Carron Shore. The defenders are the Carron Company and James Charles, the captain of the *Tay*; William Horn Henderson, procurator-fiscal at Linlithgow; and Robert Chalmers, police inspector, Bathgate. Each of the pursuers sue each of the defenders for £100 as damages in respect of the alleged illegality of the proceedings, the sums sued for amounting in all to £2,400. The pursuers state that they were paid their wages on Sunday, June 2, 1889; that next day they gave notice that they intended to leave the ship, that the same day they were apprehended by Chalmers and taken to Linlithgow, at the instigation of the company, who were owners of the vessel, or of James Charles, the captain, and they were prosecuted by Mr. Henderson. They were brought before the Sheriff on the same day, and pleaded not guilty. The trial of the charges was adjourned till June 10, and on that day the prosecutor deserted the charge, *pro loco et tempore*. The whole proceedings, pursuers say, were illegal. In defence the company say they have no knowledge of the proceedings, and that the captain had no instructions from them to have the pursuers arrested. They offer pursuers £50 in full of their claims. Mr. Henderson says the pursuers were brought to Linlithgow without his knowledge or instructions, and he pleads that the proceedings he took were in accordance with the Summary Procedure Act, 1861. Lord Trayner, dealing with the case of Mr. Henderson, said he had no doubt the complaint was illegal. It was averred that the action was excluded by the statute as not having been raised in time, but he could not assent to that. This was a case where the complaint was raised under a statute no longer in existence. He sustained the third plea in law for the defenders, and dismissed the action so far as concerned the representatives of one of the men who has died since last June. Otherwise he repelled the defenders' first and second pleas, and appointed pursuers to lodge issues for the trial of the action by jury. A similar judgment was pronounced in the action against the Carron Company and Chalmers.

SEAFARING MEN

SHOULD JOIN WITHOUT DELAY,
AS THE
ENTRANCE FEE IS BEING RAISED,
THE
NATIONAL AMALGAMATED
SAILORS' AND FIREMEN'S UNION
Of Great Britain and Ireland.

Among the chief objects of this powerful Union are:—

To obtain reasonable Hours of Duty, and maintain a fair rate of wages;

To provide for the safety of Ship's Work;

To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;

To provide assistance in case of Illness, Accident, and Shipwreck; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

AMBLE.—G. H. Guthrie.

ARBROATH.—J. Wood, 17, Ferry-street, Montrose.

ARBROATH.—W. Galbraith, 50, Princes-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BAREY DOCK.—J. Harrison, 4, Station-ter., Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.

BELFAST.—R. Price, 41, Queen-square.

BIRKENHEAD.—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.

BLYTH.—James Heatley, 9, Market-street. Meeting, Wednesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.—William Adamson, Pierhead. Office hours, 9 a.m. to 6 p.m.

BOSTON.—

BRISTOL.—T. J. Dancy, 45, Prince-street, Queen's-square, secretary; Captain C. T. Taylor-Rae, president; Dr. Tristram, 115, New Cut, medical officer; Mr. Cross, May-chambers, Clare-street, solicitor; Captain Langdon, 69, Queen-square, treasurer. Meetings, every Monday evening, 7.30 at the Ship, Redcliff Hill; every alternate Saturday, 7.30 p.m., at Steam Packet Hotel, Horwell-road.

BURTON.—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

CALCUTTA.—70, Bentinck-street.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. De Vere Hunt attends at above Institute daily at noon.

CORK.—Michael Austin, 6, Patrick-street.

DROGHEDA.—James Fitzpatrick, Quay-st., Dundalk, secretary. Agent in Drogheda, John Castell, 123, Chord-road, Drogheda.

DUBLIN.—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-street.

DUNDALK.—J. Fitzpatrick, Quay-street, secretary.

DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, secretary; Messrs. Cowan & Dunbar, 3, Reform-street, Dundee, solicitors. Meeting, Monday, 7 p.m.

DOVER.—Albert Martin, 33, Bartholomew-street, Charlton, secretary. Meeting, 13, Commercial-quay.

FLEETWOOD.—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; Mr. J. McQuillan, president; R. A. Rennie, Esq., 148, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street.

GOOLE.—W. R. Chappell, Bank-buildings, sec. R. W. E. Whitehead, Esq., Bowlalley-lane, Hull solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m., at Bank-buildings.

GRAYS.—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. Henry Mills, president.

GRAVESEND.—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Keet-st., secretary; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

GREENOCK.—E. Donnelly, 16, East India Breast.

GRANGEMOUTH.—Edwin Cowie, Masonic Hall, Grange-street, secretary. Office hours, 9 a.m. to 6 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., in Public Institute.

HULL.—J. Hill, Unity Hall, Prince-st., Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting, Tuesday and Friday evenings, at 7.30.

KING'S LYNN.—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.

LEITH.—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith.

LIVERPOOL (South End).—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL.—(North End).—T. Connarty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.

LONDON (Tower Hill).—J. Wildgoose, secretary, 1, King-street (over Lockhart's Cocoa Rooms).

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; Geo. H. Young, Esq., Arbour-square, Stepney, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5218.

LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 20, Forsyth-street.

LONDONDERRY.—A. O'Hea, 27, William-street.

LOWESTOFT.—

MARYPORT.—J. Smith, Elliott-yard, Senhouse street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; T. Watson Brown, Esq., B.A., LL.B., 57, Villiers-street, Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel; committee meeting, Thursday evening, at 7 p.m. Telephone No. 5127.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

NEWRY.—D. Lennon, agent, Dublin-road. Jas. Fitzpatrick, Quay-street, Dundalk, secretary.

PORT GLASGOW.—E. Donnelly, 16, East India Breast, Greenock.

RENFREW.—J. Harrison, 4, Station-terrace, Cogan, secretary J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

PETERHEAD.—T. D. Rennie, 66, Queen-street, sec. SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

PLYMOUTH.—D. J. Evans, National Sailors' and Firemen's Union Office, Woolster-street, near Shipping Office. Meetings, Friday evening, 7 p.m. at the office.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m.

SHIELDS (North).—George Stewart, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—Chivers, High-street Chambers, 80, High-street, secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 7 p.m.

STOCKTON-ON-TEES.—Jas. Skerratt, 13, Wharf-street, secretary. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

SUNDERLAND.—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st. Meeting, Friday evening, at 7 p.m., at office.

WHITSTABLE.—J. Donovan, Ludgate Hill

WHITEHAVEN.—John Smith, Maryport.

WORKINGTON.—John Smith, Maryport.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

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W.B.—Wholesale Department for Ship Owners. Price List on application.

SAFE ANCHORAGE. WHERE TO BOARD.

UNION BOARDING-HOUSES.

BARRY.—Mrs. G. Gawler, 100, Queen-street.
CARDIFF.—Seamen's Institute, West Bute-street.
HULL.—Mr. J. Ward, 17, Osborne-street.
LIVERPOOL.—Union Home, 26, Union-street.
LONDON.—Mrs. C. Marrington, 76A, Minories (for officers).
PLYMOUTH.—Mr. Stephens, 11, Bath-street.
SOUTH SHIELDS.—Sailors' and Firemen's Union Boarding-house, 81, East Holborn.
SUNDERLAND.—Wilson's Temperance Hotel, 174, High-street East.

MANIFESTO!

Hull Seamen's & Marine Firemen's AMALGAMATED ASSOCIATION.

AND THE

NATIONAL AMALGAMATED Sailors' & Firemen's Union OF GREAT BRITAIN AND IRELAND.

HULL BRANCH.

WE, the Members of the above Organisations, do hereby Notify to our Brother Seamen, who are unorganised, and sailing out of the Port of Hull, that on and after the 1st of June, 1890, that individually and collectively we do refuse under any circumstances whatever to sail with any Non-Unionist Sailors, Firemen, Stewards, Cooks, Carpenters, and Sailmakers, and we hereby inform all Non-Unionist-Seafarers, frequenting the Port of Hull, that a working agreement has been duly drawn up, signed, and attested, between the two aforesaid Societies; and we furthermore warn all Non-Unionists who persist in Scabbing, that the support of all the Branches of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, and the Federated North of England Seamen's and Firemen's Association in the United Kingdom, the International Seamen's and Firemen's Union of America, the Australian, New Zealand, the Lake Seamen's Union of America, the Pacific Coast Seamen's Union, as well as the Continental Unions of Hamburg, Antwerp, Rotterdam, and Copenhagen, will be brought to bear upon those, no matter in whatsoever part of the world they may be sailing in, as well as upon those who do not dare to assert their just right to the fair share of the profits of their labour.

We would call upon our Brothers' attention the facts, that we do not ask for more than justice, neither do we ask them to commit any wrong. That we are organised to defend and protect, not to destroy, and would remind them that he that would be free must himself strike the first blow.

J. B. BUTCHER,
Sec., H. S. & M. F. A. A.

JAMES HILL,
Sec., N. A. S. & F. U.

Hull, May 30, 1890.

ESTABLISHED 1856.

SAMUEL & CO., 140, BUTE ROAD, CARDIFF.

AND AT

STATION ROAD, BARRY DOCK
(Between Andrew's Coffee House & Dock Station).

TAILORS, OUTFITTERS, & BOOT MAKERS.
THE NOTED STORES FOR FAIR TRADING.

New and Second-hand Sextants, Quadrants, and Marine Glasses always in Stock.

ADVANCE NOTES CASHED FOR 1s. IN THE POUND.

N.B.—Special terms have been arranged for all Members of the Seamen's Union.

TOWER HILL BRANCH.

NOTICE TO MEMBERS.

The above Branch is to be removed to more commodious premises immediately over Lockhart's Cocoa Rooms, on Tower Hill, where members will find every convenience for reading the news or writing letters while waiting for their ships to sign or pay off.

All communications after Monday, June 9, to be addressed to "1, King-street, Tower Hill."

J. WILDGOOSE,
Secretary.

SAILORS' AND FIREMEN'S UNION TOWER HILL BRANCH.

IMPORTANT NOTICE.

Contributions must be paid to MR. WILDGOOSE, 1, KING STREET, over Lockhart's Cocoa Rooms, Tower Hill.

Any Contributions paid at 23, KING STREET, on and after January 31, 1890, WILL NOT BE RECOGNISED AS A PAYMENT TO THIS UNION.

All Members of the Tower Hill Branch are invited to attend the Meetings of the Green's Home Branch, at Wade's Arms, Poplar, on Thursday evenings, at 8 p.m., until further notice.

Signed on behalf of the Executive Committee,

J. H. WILSON,
General Secretary.

NOTICE.

Dundalk is the administrative centre for Drogheda Newry, Warren Point, Carlingford, Greenore, Omeath, and Greencastle. Seamen belonging to any of the above-mentioned ports may now be enrolled on the Dundalk Branch at a reduced entrance fee by application to any Branch Secretary.

JAMES FITZPATRICK, Sec.
Quay-st., Dundalk.

NOTICE.

All Sailors and Firemen are earnestly requested not to come to Boston, owing to Wages Difficulties, until further notice.

W. BENNETT, Sec.

NOTICE TO SECRETARIES

OF THE

SEAMEN'S & FIREMEN'S UNION.

Watch the S.S. "Blackwater," and report to John Dench, secretary, DUBLIN, in what port she will be found.

ROYAL ALBERT MUSIC HALL.

VICTORIA DOCK ROAD, LONDON.

(Canning Town Rail Station), Mr. C. Reif, Sole Proprietor.

EXCELLENT ENTERTAINMENT.

Recommended by Samuel Primrose, Esq., and SEAFARING.

Prices: Private Boxes, 1s. 6d. each person; Stalls, 1s.;

Upper Circle, 6d.; B. Gallery, 4d.

The Hall can be hired for Benefits on reasonable terms;

apply to the Proprietor. Persons travelling by train allowed 3d. on production of ticket.

TICKETS 3d. EACH, can be obtained from any Branch sec.,

or direct from 18, Charles-street, Grays. The Prizes are

guaranteed by the Committee, and will be drawn for at a

Public Meeting. The winning numbers will be published in

SEAFARING of Aug. 16, 1890.

PHILIP JOHNSTON, Hon. Sec.

THE BEST HOUSE FOR

SAILORS' & FIREMEN'S BOOTS & SHOES

IS

S. VINICOMBE'S,

11 & 23, VICTORIA DOCK RD., E.

ESTABLISHED 1867.

NOTICES.

"SEAFARING."

Published every Saturday, price One Penny, Will be sent to any part of the United Kingdom post free, at the following rates of subscription:—

Twelve Months 6s. 6d.

Six Months 3s. 3d.

Three Months 1s. 8d.

SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the Postal Union.

All subscriptions must be paid in advance.

TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36—40, Whitefriars-street, but to 150, Minories, London, E.

All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

"SEAFARING" ADVERTISEMENT SCALE.

ORDINARY POSITIONS.

	NUMBER OF INSERTIONS.			
	1	13	26	53
	s. d.	s. d.	s. d.	s. d.
Column.....	18 0	9 2 0	15 12 0	26 0 0
Half Column.....	9 6	5 10 6	9 15 0	16 8 0
Three Inches.....	6 0	3 3 3	5 3 6	10 8 0
Two Inches.....	4 6	2 12 0	4 11 0	7 16 0
One Inch.....	2 6	1 9 3	2 5 0	3 13 0

FACING EDITORIAL MATTER.

Column.....	19 0	10 14 6	19 3 6	31 4 0
Half Column.....	10 6	6 3 6	11 1 0	19 10 0
Three Inches.....	6 6	3 18 0	7 3 0	11 14 0
Two Inches.....	5 0	2 18 6	5 4 0	9 2 0
One Inch.....	3 0	1 14 8	2 18 6	4 11 0

Quotations given for special advertisements. Five per cent. discount off above prices allowed when accounts are paid monthly; liberal discount for cash with order.

Owing to the increasing circulation of SEAFARING, the above prices will be raised 15 per cent. on and after June 28, 1890.

PREPAID ADVERTISEMENTS.

Prepaid Advertisements, not exceeding 35 words in length, and set in same type as news (not displayed), are charged at the rate of 1s. for one insertion, or 2s. for three insertions.

Special terms for recommended Boarding Houses (see page 15).

Seafaring.

SATURDAY, JUNE 14, 1890.

SEAMEN'S WAGES AND FORFEITURES.

Whilst failure to join a ship or desertion can only be deprecated at any time, yet it often happens that a seaman may have inadvertently missed his passage, through no fault on his part, and altogether without any evil—or shall we say criminal?—intent. We hear of cases through sickness, or where a man obtains a certain period of leave of absence from the ship, granted by an officer, and returns to time only to find his vessel has sailed without him—the officer himself never suspecting that the ship could have been got ready for sea in anything like the time. Again, especially in the case of ships sailing under what is known as "six months' articles," we learn that men miss their passage through going on shore to purchase their stock of provisions for the voyage. The men in these cases are generally logged as deserters, whilst frequently they leave a balance of wages in the hands of the captain, and their clothes aboard. It very often occurs that they

either find their clothes put ashore when the ship is about to sail, or they recover them on the next return of the ship to a port in the United Kingdom; but as to the balance of wages due, the master invariably tells them it is forfeited through the desertion, as also the clothes should have been, but he did not wish to deprive them of those. This way of settlement is usually accepted and the matter ends.

That we do not for a moment encourage men to either miss or desert a ship our readers must be aware, but having regard to the hardships caused through treating innocent men thus, we may point out that this forfeiture of clothes and wages can only be made upon an order from a Court of Law. Section 243 of the Merchant Shipping Act provides that whenever any seaman who has been lawfully engaged to the sea service deserts, he shall be liable (to be punished summarily) to forfeit all or any part of the clothes and effects he leaves on board, and all or part of the wages or emoluments which he has then earned, and should the desertion take place abroad, at the discretion of the Court, to forfeit all or any part of the wages or emoluments he may earn in any other ship in which he may be employed until his next return to the United Kingdom. He is further liable to satisfy any excess of wages paid by the master or owner of the ship from which he deserts to any substitute engaged in his place at a higher rate of wages than the rate stipulated to be paid to him. Sub-section 2 of the same section enacts that for neglecting, or refusing without reasonable cause, to join his ship, or to proceed to sea in his ship, or for absence without leave at any time within twenty-four hours of the ship's sailing from any port, either at the commencement or during the progress of any voyage, or for absence at any time without leave and without sufficient reason from his ship, or from his duty, not amounting to desertion, or not treated as such by the master, he shall be liable to forfeit, out of his wages, a sum not exceeding the amount of two days' pay, and in addition for every twenty-four hours' absence, a sum not exceeding six days' pay, or any expenses which have been properly incurred in hiring a substitute. The fines or forfeitures specified in sub-section 2 are now mostly inserted in all agreements of masters with their crews, but with the addition of the words, "Any dispute arising on the subject of these deductions shall be settled by the superintendent of a Mercantile Marine Office, British Consular Officer, or Shipping Master abroad, whose decision shall be final."

Without going into the subject of an equitable decision, the question arises, can such a dispute be legally settled by these officers, or does not the fact of the addition of these words render it a clause contrary to law which the 149 section states shall not be inserted? This may be a very fine point, and perhaps not an unimportant one. So far as regards the law upon the subject, we find that, respecting legal procedure contained in section 518, sub. 3, every offence made punishable by any penalty not exceeding £100 shall in England and Ireland be prosecuted summarily before any two or more Justices. It is true section 4, sub-section 5, of the Merchant Shipping Act, 1880, gives a superintendent power, where a question as to wages is raised before him if the amount does not exceed £5, to adjudicate upon the same, and the decision

shall be final. But does this affect the cases we have just enumerated? We think not; our reason being that the whole of section 4 should be read in conjunction, and we take it that this power applies only to cases arising out of this section. If it was intended by the Act of 1880 to devolve upon superintendents of mercantile marine offices such large magisterial powers as to decide any question of wages, fines, and forfeitures under the whole of the Merchant Shipping Acts, this authority would most certainly have been specifically expressed in a section by itself, not merely as a sub-section which can never mean more than a division of any one section. It therefore appears to us that such deductions can only be legally enforced upon an order made by a Court of Justice.

NAUTICAL NEWS.

THE Canadian Government has decided to advertise for a fast Atlantic mail service, with an average speed of 18 knots from port to port.

SIR DONALD CURRIE, M.P., has left Bergen in his steam yacht *Iolanthe* for the Shetland Islands, and Orkney, after a successful cruise among the Norwegian flocks.

L. P. NORUP, captain of the barque *Gloamin*, was summoned at Cardiff Police Court, on June 6, for assaulting his steward, John W. Alderman, while on a voyage from Rio Janeiro to Cardiff. A fine of 20s. was imposed, with costs.

THERE are now nearly 600 naphtha launches in use in the United States. They require no government inspection nor licensed engineer, and are said to have proved themselves the safest, cleanest and most reliable pleasure craft built.

THE captain of the Swedish barque *Architect*, at Queenstown reported being quite close to a large balloon in the Atlantic during the night of May 24. The balloon, which had ropes with tackle attached, was rapidly carried away before the wind.

THE *Roslin Castle* arrived at Plymouth on Sunday morning after a very rapid run from the Cape, her net steaming time was 17 days 2 hours 40 minutes, and the average speed 14.8 knots per hour. This passage equals the *Roslin Castle's* previous best recorded passage via all the islands.

AT THE Thames Police Court, June 9, Captain M'Corkindale, master of the *Teviot* (s.), lying in Millwall Docks, was summoned for assaulting Isaac Ray, chief engineer of the same vessel. There was a cross-summons against Ray for assaulting Captain M'Corkindale. The magistrate dismissed both the summonses.

BEFORE the Greenock Local Marine Board, T. G. Sherwood, lately chief engineer of the *Sherborne* (s.), of London, has pleaded guilty to having, while acting as chief engineer of said steamer, been under the influence of drink on five different dates. The Court suspended Mr. Sherwood's certificate for a period of two months.

WILLIAM TAYLOR, owner of the steamer *Eione*, was summoned at Lincoln on June 6, for carrying passengers without a certificate, contrary to the Merchant Shipping Act, 1854. The magistrates said defendant had rendered himself liable to a fine of £100, and they could not impose a less penalty than £5 and costs.

FOR some time the Swansea masters have been considering a demand from the Dock Labourers' Union for an increased rate of pay, and on Friday the men received the masters' reply, which in some cases gives what is asked, in others suggests a compromise, while in few cases the increase is refused. The men considered this on Saturday, and as a result decided on giving seven days' notice to go out on strike unless their claims are conceded.

A PORTSMOUTH correspondent writes:—The examination now being carried out in respect of the hull of the *Sultan*, with a view to seeing whether it was worth while raising her, will be watched with much interest by the owners of the *Irex*. This splendid iron ship has been for five months a familiar object in the Channel. In January she ran on a sunken rock buttressing the Needles, and stuck fast, just as the *Sultan* did in the Mediterranean. So neatly and successfully was the wedging done that the *Irex* has withstood all the storms that have since swept through the Channel, and remains at this day with all her masts and most of her spars standing. The upper part of her hull is uninjured, and the stranded barque, seen from passing ships, looks as if she were snugly at anchor.

SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

LONDON DISTRICT.

The usual weekly meeting of Green's Home Branch was held at the "Wades Arms," on Thursday, June 5, Mr. Whitehead in the chair. The members joined during the week (30) were duly enrolled, and the minutes of the previous meeting and committee's report were confirmed. A letter from the Scalpers' Union was received, and it was resolved that the secretary inform the Scalpers' Society that we will not interfere, or do their work in the event of their coming out for an advance of wages, but it was understood that their work was to mean boiler scaling in the true sense, and not firemen's work, and that the Sailor's and Firemen's Union claimed all stokehole work, and would carry this into effect. It was decided to attend with band and banner the demonstrations in aid of the Children's Hospital, Shadwell, on June 22, and likewise that of Poplar Hospital on Sunday, July 6.

The following letter from the Union in Australia was read, and received with that warmth and appreciation which our distant brethren fully deserve:—

The Federated Seamen's Union of Australasia.—New South Wales Branch, Sydney, March 21, 1890. Mr. A. Mercer, Secretary N. S. & F. U., Great Britain and Ireland. DEAR SIR,—Your letter per bearer, Mr. Schann, came duly to hand, and I can assure you that communications from our kindred Associations throughout the globe will be received with that warmth and appreciation that distance only tends to strengthen, especially when our efforts are directed to the attainment of one object—the amelioration of the seamen throughout the world. The wonderful progress that your body has made in such a short space of time, proves conclusively that the necessity for combination was recognised by all those seamen who had any respect for their manhood, or their wives and families, and I consider the success attained is due in a great measure to the national instead of the local movement as heretofore, and dictated, no doubt, by the similar success obtained in Australasia to our federation, and transmitted by those of our members who return to the old country to those who have not yet visited these shores. Every seaman on this coast is glad to hear of your prosperity, and your advent as a Trades Union, and trusts that you will be instrumental in eradicating those abuses that have in the past made our profession the laughing-stock of all other wage earners, and the scorn of our employers. We wish you a full measure of prosperity, and success in your labours for our brethren at home, and we intend to refuse those candidates for admission to our Association who, coming from any port in Great Britain, cannot show by his card that he is a financial member of your body. This mode of procedure will help to strengthen your position. With fraternal greetings to self, officers, and members of your Branch,—I remain, your respectfully, T. W. DAVIS, secretary.

The secretary of the Tower Hill Branch, Mr. Wildgoose, has received the following letter, which we are asked to print:—Dear Sir,—I wish to call attention to the loss at sea of Thomas Webb, a member of Tower Hill Branch of the N. A. S. and F. U. We sailed together in the barque *Crichton*, of Liverpool, Cranch, master. We signed at Tower Hill, Nov. 5, 1889, bound to Lagunra on the Spanish Main, from there to Lagoona, Mexico, and on Friday before Good Friday he fell from the upper topsail yard and was drowned. On reading SEAFARING Death Roll of May 31 I see no report of his death. We arrived in Liverpool Wednesday, April 23.—I remain, yours, etc., JOHN CAMPBELL, schooner *Volant*, Grays, June 4.

LIVERPOOL BRANCHES.

At the general meeting of the South End Branch, June 9, Mr. J. Huson in the chair, Mr. F. Lowe in the vice-chair, the minutes, correspondence, and financial statement having been accepted, the meeting considered the appeal by Mrs. Gibson, wife of J. Gibson, one of our members who has died, leaving a wife and small family. He not being a member of the sick and funeral benefits, the secretary pointed out to the members that the funds for that purpose could not be touched, and he urged upon all members the necessity of joining that fund without delay, so that some assistance might be relied upon in cases of emergency. After the case had been duly considered, it was moved by Mr. J. Bates, that the balance of the money realised by the late draw be handed over to the widow; seconded by Mr. S. Andrews, and carried.

Next the re-election of officers for the ensuing six months was dealt with by the meeting. Mr. J. Bates said he considered the resolution passed by the previous general meeting was a wise one, and he would move the further confirmation of that resolution; seconded by Mr. J. McCall, and supported by Mr. J. Kelly, that all officials be re-elected. On being put to the meeting, it was carried unanimously. Next a request was brought before the meeting by the secretary, on behalf of Mr. H. Taunton, who holds a master's certificate, but has retired from sea, and he wishes to join the Union as a financial member. It was moved by Mr. J. McCall that he be accepted; seconded by Mr. S. Andrews, and carried. Another request was then brought forward that Mr. Warrington, emigrant agent, wishes to become an honorary member. Moved by Mr. T. Richards that he be accepted; seconded by Mr. J. O'Keefe, and carried. The secretary then stated he had received a letter from Mr. A. Mercer, of the Green's Home Branch, which he read, stating that Mr. Mercer had paid 5s. for board and lodgings on account of one of our members named Mr. J. Kelly, who had a case again the London and North Western Railway Company for loss of clothes, and he had been sent to London to identify the porter who took his bag and booked it for Liverpool. Three pounds had already been paid to defray the necessary expenses. Mr. Kelly had been back from London three or four days, and he had never reported having incurred any extra expenses, the first account being the letter from Mr. Mercer, wishing the 5s. to be forwarded as he had paid it for Kelly. It was moved by Mr. S. Andrews that the 5s. be not paid; seconded by Mr. McCall and carried. Mr. G. Wilson then moved that Kelly be fined 5s., and that the fine be sent on to pay the debt incurred; seconded by Mr. T. Richards and carried. The next question before the meeting was to consider the request of the riggers, or gulls as they are termed, wanting to become members of our Union. The secretary had written Mr. Wilson on the subject, and his advice was read to the meeting. It was then moved by Mr. T. Richards that if the riggers come in, we prohibit them from taking ships outside the Hook Light; seconded by Mr. J. Kelly and carried. The secretary then read a circular which he had received from the Liverpool Labour Electoral Association, stating that a conference of delegates would take place on Saturday, 14th inst., at the Concert Hall, Lord Nelson-street, for the purpose of taking steps to bring about direct representation of all classes of labour, and our Union being cordially invited to send three or four delegates. Messrs. W. Nicholson, G. Garrett, T. Richards, and J. Bale were duly elected to represent the Branch at the meeting.

At the weekly meeting of the Bootle Branch, Mr. Lacey in the chair, Mr. Bag in the vice-chair, the minutes, financial statement, and the correspondence, were accepted as read. For the second time the election of officers for the half-year commencing July 1, was before the meeting. The election has to go before two more meetings before it is final, in order to give all members a chance to vote. Mr. Miller moved that the officials now in office remain so for the ensuing term, as they are thoroughly satisfactory to everybody. This was seconded by Mr. McLevi, and on being put to the meeting received 14 votes, which, together with the 22 last week, makes a total of 36 votes in favour. The election of delegates for the Labour Electoral Congress, to be held in Liverpool on the 14th inst., in the Rotunda Lecture Hall, was then proceeded with; the following four members being chosen to represent the Branch, Mr. Thos. McKevitt, Mr. James Burns, Mr. James Hendry, and Mr. Thos. Boaz. Dr. C. H. Leet, the surgeon of the Branch, then gave an address on the sanitation of ships at the present time, and stated that, mainly through his efforts the subject was being taken up by the medical profession throughout the country. He also read some cuttings from different journals bearing on the subject. Mr. Connerty moved a hearty vote of thanks to Dr. Leet for his kind address, and for the interest he takes in the members of the Branch on all occasions. This was seconded by Mr. T. McKevitt, and carried unanimously. The meeting then adjourned.

BIRKENHEAD BRANCH.

At the usual weekly meeting, June 4, Mr. J. Griffiths presiding, after some useful opening remarks from the chairman the minutes of the previous general and committee meetings were adopted, after which the correspondence and financial statement for the week ending May 31 were, on the motion of Bro. S. Clegg, seconded by Bro. G. Birkenhead, accepted. The delegate submitted the proposed scale of wages for casual work and runs, and after some remarks from several of the members respecting the same, it was moved by

Bro. Samuel Clegg, seconded by Bro. G. Birkenhead, that the secretary get 1,000 bills printed with the proposed scale of wages for casual work and runs. It was put to the meeting and carried. Mr. W. Nicholson, district secretary, dwelt at some length on the forthcoming Labour Electoral Congress to be held at Liverpool on the 14th inst., when the following were elected to represent the Birkenhead Branch at the aforesaid conference:—Messrs. J. Griffiths, D. J. Kenny, J. McArthur, A. Shepherd, and R. M. Trevellik. The secretary then explained to the meeting the progress of the "Haulon Drawing and Subscription," which was considered highly satisfactory. The nominations for the office of president were as follows:—Messrs. J. McArthur, J. Griffiths, R. Trevellik, and H. Stedding. Mr. J. Griffiths was re-elected president for the ensuing half-year, and Mr. H. Stedding was elected vice-president for the same term. Bro. S. Clegg proposed, and Bro. W. Hughes seconded, that the secretary and delegates remain in office; carried unanimously—15 voting for each. The delegate dwelt at some length on the concert to take place at the Malakoff Hall, Liverpool, in aid of the Widows' and Orphans' Fund, and urged upon all who could to be present, and by that means to assist in building up a fund for such a benevolent purpose. After some remarks from the secretary respecting the same, the meeting adjourned, having accorded a hearty vote of thanks to the chairman and visitors.

GLASGOW BRANCH.

The usual meeting was held in the Typographical Hall, 102, Maxwell-street, June 5, Mr. J. McCallan in the chair. The minutes of the previous meeting being adopted and the weekly returns being accepted, nominations of candidates for the various offices were taken, which occupied the greater part of the evening; after which a complaint was lodged against D. McInnes refusing to pay the fine imposed on him at a previous meeting, although working pretty regularly. Bro. T. McPhillips moved, and Bro. Michael Higgins seconded, that he be expelled, and his name inserted in SEAFARING. As an amendment Bro. G. Cartwright proposed, and Bro. J. Glancy seconded, that he be approached to pay 15s. of his fine on Saturday first, failing to do so, that he be debarred from the future from working along the harbour as a Unionist. The amendment was carried almost unanimously, only four voting for the motion. It was then proposed by Bro. G. B. McNaught, and seconded by Bro. J. Glancy, that the meeting hours be changed to 7 p.m. As an amendment, Bro. W. Rae proposed, and Bro. E. Bryson seconded, that the present hour, viz. 7.30 p.m., remain fixed. The amendment carried unanimously. Bro. G. Cartwright moved, and Bro. W. Murray seconded, that ballot cards be printed for the election. This closed the meeting.

PORT GLASGOW BRANCH.

At the usual weekly meeting on Tuesday, June 3, Mr. Simon Williams, vice-president, in the chair, Mr. Williams, before opening the meeting, referred in a very feeling manner to the very severe accident which had befallen Mr. John McArthur (the president of the Branch), who had his leg broken and was severely scalded by an explosion on board the steam yacht *White Heather*. A vote of sympathy was moved by Mr. Hugh McCann, and warmly responded to, and the secretary was instructed to watch the result of the inquiry, and take any steps that might be required in the interests of Mr. McArthur. There was nothing special on the board unless the sending of a delegate to the Trades Council. Mr. McCann, Mr. James Murray, and Mr. Tom Martin, were all duly proposed and seconded, and after a vote had been taken, it was found that Mr. Martin had got a good majority over the other two, and he was declared duly elected. The representatives to the Trades Council were then instructed to make a complaint against the conduct of a foreman carpenter who was in the habit of employing labourers to dock and undock ships. A vote of thanks to the chairman closed the meeting.

NEWPORT BRANCH.

The history of the Newport Branch of the Sailors' Union is full of encouragement for the thousands concerned. Its finances prove its growing strength. Six months ago when Mr. Gilman commenced his indefatigable labours as secretary, there were 1,732 members. To-day the number stands at 3,293. There has been an average weekly increase of 60. The money taken in that time has reached £1816 5s. 9d., or an average of £70 weekly. These are significant figures, which demonstrate the strength and usefulness of the Newport Branch. The business transacted weekly at the Newport office is considerable and not easily imagined. It is most miscellaneous in its character, and there is a constant flow of people into the office. Last week no less than £107 6s. 10d. was

taken. This was made up of the following items:—Cards and rules, 11s. 8d.; sick fund, £3 5s. 9d. entrances, £33 5s.; contributions, £49 5s. 2d. non-locals, £2 15s. 8d.; papers, 3s. 7d. The present balance is £1,102 16s. 8d. On page 3 will be found a report of an interesting presentation which has just taken place here.

SWANSEA BRANCH.

At the usual weekly meeting on June 3, Bro. Tuck in the chair, Bro. Harris in the vice-chair, the chairman delivered a very able speech on Trade Unionism. The minutes having been adopted, and the financial account accepted with applause, correspondence was read and approved of. There was a charge of crimping laid against Bro. Battye, several members speaking against him. Mr. Gardner then addressed the meeting on the charge of crimping against Bro. Battye, amidst great applause. It was proposed by Bro. Harris, and seconded by Bro. Dow, that the charge of crimping stand over until next meeting night; carried unanimously. The delegate was next called upon to give his weekly statement and account, which were accepted. It was then proposed by Bro. Reeves, and seconded by Bro. Rohn, that Mr. W. H. Spring, town councillor, become an honorary member. It was moved as an amendment by Bro. Dow, and seconded by Bro. Millewis, that he should not become an honorary member. On being put to the meeting, the amendment was carried unanimously, not one voting for the motion. Mr. Gardner (district secretary) next addressed the meeting for a long time, and urged upon all to stand firm to the Union, and they were bound to succeed in getting what they demand. (Applause.) Proposed by Bro. Reeves, and seconded by Bro. Harris, that a hearty vote of thanks be accorded Mr. Gardner; carried unanimously. It was proposed by Bro. Millewis, and seconded by Bro. Rohn, that a vote of thanks be accorded our worthy chairman and visiting brethren; carried unanimously. It was proposed by Bro. Thornton, and seconded by Bro. Reeves, that the secretary get a press and copying books for the purpose of copying all correspondence; carried unanimously. After various discussions the meeting terminated. Bro. Rohn officiated as door-keeper for the evening.

DUNDALK BRANCH.

There is a tidal wave of organisation just now sweeping along the east coast of Ireland with tremendous effect, and carrying all before it, that in any way discounts the true equation which should exist as between capital and labour as to the share each should take in that which results from the efforts of toil. The shipowners are giving way in all directions, seeking by timely concessions to stave off the inevitable, which shall come as surely as the bright and glorious morning sun bursts through the gloom of the darkest night, awakening all nature to vitality and joy, that is to say the full Union case, and honourable conditions of labour to the sailors and firemen of the district. At the weekly meeting of the Branch complaints were entered against two seamen of Dundalk, not members, who, trying to curry favour with owners, had refused to join the Union. Against one of those the crew of the s.s. *Emerald Isle* had tendered their notice rather than sail with a scab. He had since professed his willingness to join, but as no two seamen of the port could be found to propose and second him the secretary refused to enrol him. The secretary said that on the ship's arrival from Liverpool the man in question had come to the office to join, and had haunted the office all day long; friends ashore had also come to advance his candidature, but he took his stand upon the rules. The man had been reported to him as an enemy to the cause, and until he could square himself with his own shipmates, who knew him best, he should refuse to withdraw the embargo his own folly and narrowminded selfishness had laid upon him. The directors would see how far the unaided efforts of their pet and protégé, this champion of capitalistic vested interests, would run their ship, and this trimmer would realise the power of combination. In the other case a man had been greatly exercised upon the establishment of the Branch as to the future of the port. "The owners would not be able to pay the enhanced wages demanded by the Union. They would send their vessels elsewhere and Dundalk would be ruined." He had taken upon himself the functions of towncrier to denounce the Union, his object being to ingratiate himself with the more powerful party. Now he was convinced that his shipmates organised are far more powerful than his employer, he had surrendered, but his claims to membership were barred by like objections. The secretary was complimented for his action, and the applications of both men ordered to lie upon the table.

NEW BRANCH AT DROGHEDA.

A most successful inaugural meeting came off in the Mayoralty Hall, Drogheda, on Sunday last, the object being to establish a Branch of the Union in the port, the magnificent hall being densely packed by an eager and appreciative audience. There was present a large number of the Trades Unionists of the town, and the staircases and approaches were crowded and blocked long before the meeting was called to order. Mr. Byrnes, president of the Drogheda printers, was moved to the chair, and said he had been requested at a very short notice, to take upon himself a very important duty. A deputation of the Seamen's Union from Dundalk were with them that day to try to impress upon their brethren of Drogheda the necessity of combining together for the remedy of grievances, which they found from bitter experience, and the amelioration of which by other means was unattainable. As an old Trade Unionist himself, he welcomed Mr. Fitzpatrick and his colleagues to Drogheda, where there was a wide field open for improvement, and he wished him God speed upon his mission, for he believed that out of Drogheda seamen were more harshly treated and worse paid than was the case in regard to any port in the United Kingdom. (Hear, hear.) He then called upon Mr. Fitzpatrick, who was received with cheers, and said he would be lacking in duty and in gratitude as well if he did not, in the first place, at this magnificent meeting, as the representative of the National Seamen's Union in the district, return his heartfelt thanks to his worship, the Mayor of Drogheda, for his kindness and courtesy in allowing him the use of these spacious rooms, to get together the sailors and firemen of the port, with their friends and sympathisers—(hear, hear)—thus affording him the opportunity to explain, and enabling them to accept the cause, principles, and objects of the National Amalgamated Sailors' and Firemen's Union. His worship had by his action shown himself their true friend, and actions spoke more eloquently than words. (Applause.) He trusted they would not hesitate to avail themselves of the opportunity now offered, but come forward like men and remove the stigma resting upon them, which was not only discreditable to themselves, but was a flagrant injustice to their wives and families who were depending upon them, in respect of whom it was a holy duty incumbent on their manhood, to support them in comfort and respectability, which they could never do on 21s. per week. (Applause.) It was a disgrace to humanity and civilization itself, that such an order of things could exist, and he did not know which to condemn most, the grasping avaricious shipowner or the slavish apathetic sailor or fireman, who supremely submitted to such terms. Rest assured their's was a position of actual slavery, and slavery of the most contemptible and despicable character, because willingly borne. Let them rise to the occasion as their fellow seamen the country over had done, realise the fact that Union is strength, and by the irresistible force of organised combination at once burst the galling and humiliating chains that manacled them. (Cheers.) He had been informed before he left Dundalk, that his mission in Drogheda would prove a failure. He had been told in the town itself that his venture would prove a forlorn hope, but he was determined he should succeed, and, if need be, he would shame them into a proper regard for the dignity of their manhood. He had heard a story of the mates and officers of the Drogheda Steamship Company being employed up to the moment of sailing, stick in hand, banging the cattle aboard, so that the crews might be kept in countenance, working like niggers in the hold, and as porters on the quay. Was this as it should be? They should remember that the officers and men were members of a noble profession, which by their action they were disgracing, and not only that, but by their culpable apathy they were taking the bread out of hundreds of mouths whose living depended upon discharging cargo. They must remember the first principles of Trades Unionism in future, "Every man to his own trade." (Hear, hear), and leave to the dock labourer his scab and bale hook. They knew, of course, the regard in which they were held by their brother seamen in other ports. Did they ever hear the definition of the term "scab." A "scab" occupied the same position in relation to his fellow workers, as did the traitorous soldier, who in the hour of danger deserted his flag and went over to the enemy, to be used by them as far as expedient, and then shot—a despicable being, hated and distrusted by friend and foe alike, as one who had fallen back from the first principles of patriotism and manhood. Did they like the picture? Yet it was a true reflex of their present position. What had their ignoble compliance with their employers terms gained for them? Stripes, 21s. per week of 100 hours, a

seaman's arduous duty at sea, and as soon as their passage was over, into the hold, to mull bales and sacks till the vessel was ready for sea. Then watch, and watch, with various little extras when cargo had to be trimmed. Arrived at the other end the same routine in the hold (Hear, hear.) He did not know which to condemn most, them for their simple-minded apathy, or the shipowner for his insatiable lust for gain. Furthermore, he had been informed that it was a practice in the port to run three vessels on two crews—(a voice: "That's so")—and he was not assured that this was not an offence against the Shipping Act. But of one thing he was certain. It was in opposition to ordinary practice, and words failed him to express in sufficiently trenchant terms the contempt and disgust he felt, and he was assured all right-minded and honest people would feel, against such tactics. (Applause.) Were they Irishmen? True scions of a race noted the world and ages over for their lofty conceptions of what true freedom was? If so, if they had any wish to maintain that proud claim, they must at once put their shoulders to the wheel. They must remember the old adage that "God helps those who help themselves," an assertion that involved a great principle. For man was created by God after His own image, and he need never fear the absence of his Creator, in any effort on his part, to maintain the dignity pertaining to the seaman. It was only when they willingly laid themselves down before the Juggernaut of Capital that the Almighty withdrew his support and left them to the dictates of their own free will. (Sensation.) Let them now rise to the occasion, for the sake of their wives and families, for the sake of their own good name, for the sake of that divine principle resident within them, and declare for freedom, and babes yet unborn would in the years to come proclaim on their behalf in terms of pride the part they had taken, saying my father or my grandfather took a man's part, and was one of the first in Drogheda to declare in favour of the National Sailors' Union, when upon its mission of freedom it first appeared in the town. (Great applause and cries of "We'll join, we'll join.") They had therefore now, they would see, the opportunity of putting themselves right, not only with their fellow men and their Creator, but also with posterity itself, all of which they might accomplish by at once enrolling themselves under the glorious banner of Trades Unionism. (Hear, hear.) He hoped they would become good members of the National Union, and place themselves in proper organised array, in order that they might enforce their claims and obtain remedies of their grievances. (Hear, hear.) Let them have no fear; 100,000 organised seamen stood behind them with the moral force of an earthquake to enforce their claims. With the banner of freedom floating proudly over their heads, they would close their ranks with unbroken front to the foe. Their firm attitude would not beg, but command justice, and the bright morning sun, hitherto obscured by the clouds of despondency that had lowered over them, would, in all its magnitude and glory, burst through, restoring all that was lovely, manly, noble, and beautiful in their lives, but of which they had been robbed by that one thing, Capital. (Applause.) The following resolution was then carried unanimously, "That this meeting of sailors and firemen pledges itself to at once identify with Trade Union principles by joining the National Amalgamated Sailors' and Firemen's Union forthwith." About 70 sailors and firemen then came forward and joined, paying their fees.

GRANGEMOUTH BRANCH.

At the general meeting of this Branch on Monday evening last, at the Public Institute, Grangemouth, the general secretary (Mr. J. H. Wilson), who happened to be in the North, presided. After the minutes had been confirmed, a discussion took place as to the wages to be paid in the s.s. *Ituna*, when it was resolved that the wages for all regular traders should be 30s. per week, but all outsiders coming into the port at 32s. 8d., should re-sign at that rate. The election of a secretary to the Branch in the room of Mr. Byrnes, who has resigned, then took place, and Mr. Edwin Cowie having been nominated by Mr. Harvey, and seconded by Mr. Black, was declared duly elected without opposition, Mr. Cowie having returned thanks for his election, the usual vote of thanks to the chairman terminating the meeting.

BURNTISLAND BRANCH.

At the weekly meeting June 9, Mr. Chas. Campbell in the chair, there being very few members present, the business for last week which was gone over was very light, there being a scarcity of British boats arriving. The secretary read the correspondence, including a letter from the head office, stating to members that the annual reports were to be sold at three halfpence each, and hoping that all

members would purchase a copy, and then they would see how their respective Branches stood for income and expenditure, and not let them be a dead stock on the secretaries' hands, as it would incur a great expense on each Branch. Mr. Campbell then read a letter from Mrs. Davison for approval, to be sent to SEAFARING, and before closing the meeting the secretary told them that he had been in Glasgow on important business, and he hoped that good would come out of it. He spoke highly of the kind and gentlemanly treatment that he received from Mr. Boyd, secretary of that Branch; he also stated that Mr. Walker, secretary at Methil, had removed to Commercial-street, close to the dock, where persons passing could not fail to see the sign at the office window.

LEITH BRANCH.

In last week's report of this Branch it was stated that the s.s. *Kinloch*, of Glasgow, arrived in Leith on May 27, after a voyage of nearly seven months, and on the delegate paying her a visit, the whole of the crew complained of being ill-treated during the voyage. It appears that one of the firemen who was laid up asserts that he was not permitted to see a doctor at the ship's expense, but had to pay one himself, that the carpenter, who was corroborated by the bos'n and two seamen, asserts that he was assaulted by a superior officer, and the mess room lad states that he was assaulted. In the case of the latter the lad was taken into custody shortly after the arrival of the vessel at Leith, charged with assaulting the second engineer, to which he pleaded guilty, and was fined 40s. or a 30 days imprisonment, but according to the lad's account of the matter he was first assaulted by an officer himself, and subsequently assaulted by more than one, and had been in irons and on bread and water for three days and a-half afterwards; and he had witnesses to prove this but they did not come forward. When the time came to pay off the crew, the Branch secretary on looking over the men's accounts of wages found that the captain had charged two men for Court expenses in Constantinople, he having taken all the sailors before the British Consul there for refusing duty, and the British Consul had dismissed the case, writing across the captain's entry in the log in red ink, and ordained that the men should not pay any expenses for this Court. The secretary interviewed the shipping master in presence of the captain at the pay-table, and, thanks to the fair view that official took of it, he decided against the captain, and advised him to pay the men the sum deducted as Court expenses, which he refused to do. The men accordingly refused to take their money, and the secretary instructed the Branch solicitor, Mr. J. Haig Scott, to sue the captain, which was done in the Edinburgh Sheriff Court on Monday, June 2, before Sheriff Hamilton, the captain defending his own case. The captain maintained that the British Consul had no jurisdiction over these men, they being foreigners. The Sheriff held that the captain himself took the men to the British Consul, who had decided the case in favour of the men. The Sheriff ordered the captain to pay the men their money, and also found him liable in expenses to both men, their names being Chas. Lajerotte (Leith member), and S. Olden (Shields member).

On June 3, at the Justice of Peace Court, Samuel Koch Chandler, master of the s.s. *Kinloch*, was fined 16s. 6d. and 7s. expenses, with the alternative of 14 days in jail, for having smuggled 1½ lbs. of cigarettes. He was before the Court the previous week, when his bail bond of £5 was declared forfeited, but putting in an appearance shortly after the Court, he had succeeded in having the case re-opened.

After the Union being victorious in the Court over the master of the *Kinloch*, he refused to employ Union men, but offered Union rates, and nearly all the seamen and firemen of the port having heard of the complaints with regard to the same vessel, they were fully determined to show the master the stability of the Union, and refused to sail, he coming out close to where the secretary and delegate were standing, and asking if there were no non-Union men wanting a ship, and in one ringing shout they answered "No." The secretary, willing to assist such a good friend to the Union, called all the Union men to one side and left the master standing a lonely individual. Three ringing cheers were then given for the Union, the master walking in again to the shipping office to sign on a man who calls himself a blackie, as boatswain. But we are not ashamed to let that master take such characters as that away from here, and trust that he will keep him clear of this port. His name is Charles Baxter, residing in Couper-street, Leith, so I hope all secretaries will watch this vessel and her gallant bos'n. The mate was then despatched to Glasgow to pick up some men, but was followed there by the secretary, who did all in his power, in conjunction with the secretary and outside delegates of the

Glasgow Branch, but at closing up time for the shipping office, Mr. Smith learned that the mate had secured three blacklegs in Glasgow (what they may be worth he cannot say). The secretary returned at once to Leith to watch her, and getting into the docks about 11 p.m., learned that the manner the master endeavoured to get his crew was as follows:—He got as many of the men down the cabin as he could pick up, and while the steward was busy handing round the grog bottle, the master pleaded to them to sign, offering £5 a month, being 5s. above the Union rate, and in this manner he succeeded in getting her to the roads, where she lay a whole day, but she is gone, and Mr. Smith asks the secretaries of all the Branches to watch the s.s. *Kinloch*, of Glasgow, Captain Koch Chandler, and her bos'n Charlie Baxter.

The first general meeting held in our new hall (Lifeboat Hall, Tolbooth Wynd) took place on Tuesday, June 3. The chairman, Mr. W. Leslie, presided. The secretary read the minutes of the various meetings, which were adopted, as were also the financial reports for three weeks. The outside delegate's reports were also read and approved of. An application was made on behalf of some late members (who had been fined for their conduct in the late general strike) to have the fines cancelled, but it was unanimously agreed that the fines be not cancelled, and that until they were paid and the contributions also paid up, the applicants could not have the rights of membership. The secretary read the correspondence from the general secretary and others, and after some discussion the meeting terminated.

The s.s. *Carrie* came up for signing, and owing to the generosity of the master of the s.s. *Kinloch* (the last vessel for the Baltic) taking one of the shipping clerk's aboard to sign on the men, giving them £5 per month, 5s. above the old rate. The crew of the *Carrie*, being all true Union men, nobly refused to sail under £5 a month for firemen and £4 15s. sailors, and held that was the last rate signed, although the engineer would try to make us believe, because she did not sign in the shipping office, that his vessel should not be compelled to be the first to give it. However, after interviewing the officials in the shipping office, the master decided to give the men the wages asked, viz., firemen £5, sailors £4 15s., carpenter £6 1s. The cook and steward being signed before the others determined to have an advance, did not share in the privilege. So, after all, we must thank Capt. Chandler for assisting us in raising the wages. We are proud to state that shipping is once more beginning to revive, and that in this part we are very comfortable, and are fairly satisfied with our wages.

The secretary of the Leith Branch, on behalf of the widow and orphans of Thomas Notman, fireman, who was so suddenly called away while on a voyage from Leith to Drontheim (where he died in hospital), begs leave to return thanks to the officers and men belonging to the various vessels who have so kindly responded to the call for financial assistance, and is glad to state that up to June 9, the subscription received by him amount to close on £14, and still some sheets to come in. As soon as they are all in he will insert in SEAFARING the names and amounts as paid by the officers and men, and the vessel's they belong to.

DUBLIN BRANCH.

At the usual weekly meeting, June 6, Bro. F. Roche in the chair, the minutes and financial account having been confirmed, and the correspondence read and passed, complaint was made by a member against George Doyle for backing out of the s.s. *Lord O'Neill*, of Belfast, after he had got £1 on his advance note. It appears that Doyle got into trouble in defending the Union, and in consequence was arrested. After some discussion on the subject, it was proposed by Bro. John Johnston, and seconded by Bro. Hugh Frazier, that for backing out of his ship, in which none were taken but good Union men, he be fined £1, and pay back to the Union the £1 he got on his advance note. An amendment was put by Bro. P. Cullen, seconded by Bro. Hewit, that in consideration of his being a fully paid-up Union man, and that he had got into trouble through a little over-zeal for the Union, he be fined in the mitigated sum of 5s., and pay the £1 back that he got on his advance note. The chairman then spoke at some length on the indiscretion of members. While praising Bro. George Doyle for the zeal he always showed for the Union, he thought that the Union could not overlook altogether the grave error committed by the brother in losing his passage in the ship, as it was in consequence of such errors, and ships going short-handed, that many wrecks and such loss of life occurred. The amendment was carried unanimously. The complaint against Michael Welsh, of the s.s. *Lord Gough*, was then reopened, in consequence of a letter received from him

promising to refund the day's pay which the firemen had to advance when he missed his passage. It was proposed by Bro. Johnston, seconded by Bro. Hewit, that in consideration of this promise, the proposition and amendment of the former week should be rescinded, and that he pay the nominal fine of one shilling; carried. A complaint was then heard from Bro. D. Basset against two Union men who brought the s.s. *Paragon* from Dublin to Troon, and from there to Liverpool short-handed, leaving Union hands on shore. It was proposed by Bro. Pharlins and seconded by Bro. Cullen, that the complaint be adjourned until that day week, in order to give the men a chance to defend themselves against such a grave complaint; carried. A proposal was then made by Bro. John Johnston that the assistant secretary, John Mackin, get an increase of 2s. 6d. per week; seconded by Bro. Cullen, and carried. The secretary then reported that during the week Mr. Foreman, the Irish agent for the Amalgamated Railway Servants' Union, called on him and asked this Union to give them support in a demonstration to be held in the Phoenix Park on Sunday, the 8th of June. After some discussion, it was proposed by Bro. John Johnston, and seconded by Bro. Cullen, that the Sailors' and Firemen's Union should give all the support possible, as this was a vital question that interested every Union. It was to be decided whether the owners would be allowed to tramp on the interests of the working man in defiance of every law of nature, that made every man equal, be he worker or employer, and to let the directors of the Great Southern Railway see that it is not the Unions of Dublin alone they have to fight, but the Unions all over the habitable globe, and that they would get a lesson not to be easily forgotten, for as Kable says, "No distance breaks the ties of blood, brothers are brothers evermore." After some further discussion, the proposal was put and carried unanimously. The chairman then addressed the room, and the meeting terminated.

On Sunday, June 8, the Sailors' and Firemen's Union assembled in their hundreds under their splendid flag, alongside with the Fishermen's Union, the two numbering six or seven hundred, to take part with other Unions in the magnificent demonstration, held in Phoenix Park, to support the employes of the Great Southern Railway in their manly stand against the oppression of the working man's enemy; capitalists who keep their gold in their pockets, afraid to spend it themselves and not liking anyone else to have any benefit from it, even though it be by their industry that it is gathered. There were assembled around two platforms about ten thousand Union men of different Unions, besides four or five thousand spectators who had Unionism at heart.

WHITSTABLE BRANCH.

At the general meeting, June 6, Mr. W. Gammon in the chair, there was a good attendance. The minutes of special committee and general meeting having been approved of, and correspondence read, the chairman addressed the meeting on the untimely end which befell our late brother, Henry Clements, a member of this Branch, who was accidentally drowned at Faversham on June 2, from a barge, whilst in the discharge of his duty. The secretary attended the inquest on behalf of the widow and five children, and laid their case before the Coroner and Jury for their generosity, when the Jury and Coroner gave to her their fees. The remains of deceased were conveyed to Whitstable by road, the secretary paying expenses, and on Sunday, the 8th, the first Union funeral of this Branch took place, the coffin being borne on the shoulders of brothers, and covered with the Union flag, and some nice wreaths and crosses. There was a splendid attendance of seamen and barge-men, who accompanied the mourners to their home, when Mr. Gammon delivered a short address thanking the members on behalf of the Union for their kind attendance. Also sympathising friends on behalf of the widow and orphans. An appeal to the public is earnestly requested, as subscription lists are opened in Whitstable and Faversham on behalf of the widows and orphans.

At the general meeting it was proposed by Bro. Knott, and seconded by Bro. Rigden, that the name of Henry Stanley Weatherly (card 104) be published in SEAFARING so that Branch secretaries be guarded against him, he having backed out of the Union; carried unanimously. The secretary then reported to the members that we were under notice to quit our house at Ludgate-hill on Monday, June 9, through having the presumption to erect a flag pole over the house and hoisting the Union flag, but as long as we have a house in Whitstable our Union flag will wave over it in spite of all opposition. After some further remarks on the objects and benefits of the Union, and a hearty vote of thanks to our worthy chairman, the meeting adjourned.

MIDDLESBROUGH BRANCH.

At the usual general meeting last Monday, the president, Mr. J. Hardy, in the chair. George Nicholls was admitted a member of this Branch, on the motion of Mr. Mucklow, seconded by Mr. Harmstow; this being the fourteenth member for the week. The minutes of the previous meeting being confirmed, on the motion of Mr. Stratton, seconded by Mr. Bowdon, the correspondence was dealt with. That from the secretary of the Green's Home Branch requesting the sick allowance for Thomas Collett, a member of this Branch, was accepted, and £3 ordered to be forwarded, on the motion of Mr. Mucklow, seconded by Mr. Gilchrist. Two members were fined 5s. each for deserting from the steamers *Melrose Abbey* and *Pelican*. After various other business the meeting adjourned.

SUNDERLAND BRANCH.

At the usual weekly meeting, June 9, Mr. George Dunn in the chair, there was a good attendance of members. The secretary gave the report for the week, which was adopted, and considered very satisfactory. The minutes having been confirmed, correspondence was read from Lord Brassey, and the local M.P.'s, and the Mayor of Sunderland, the latter having kindly consented to take the chair at the banquet to be held on June 26, on the occasion of the removal of the head office to London. Considerable discussion again took place on the Rating of Machinery Bill, a copy of which was read to the meeting. The meeting unanimously agreed to adhere to the motion passed at last meeting opposing the Bill. Now that there is federation between the Sunderland Branch of this Union and the North of England Society, things are going very smoothly, and better feeling exists than formerly. Many men who used to make a practice of taking advantage of the friction between the two, have had to come up with a round turn. It is the intention of the Branch to have a boat's crew to pull in the regatta at Sunderland on July 6, Mr. Wilson pulling stroke. Shipping has been brisker here this week than for some months past.

NORTH SHIELDS BRANCH.

At the usual weekly meeting on June 9, Mr. John Nicholson in the chair, after the routine business was transacted, correspondence was read from several Branches and members, and it was resolved that the half-yearly election of officers commence on Monday, June 9, and the three following general meetings, so that a fair proportion of the members would have an opportunity of having a vote at this meeting, which was well attended; all the present officials were unanimously re-elected, but Bro. J. Nicholson, the president, begged to retire, also the vice-president, therefore a new president and vice were elected, which will be submitted to the next three meetings in order that officers shall not be elected by cliques, but by fair votes. We have been fighting some hard battles here lately. Last week we lost two scab ships, the s.s. *Lionel* and s.s. *Supplicich*. This week we have won two, the s.s. *Grovo*, of Hull, and the s.s. *Apas*, of London, but thanks are due to the officers of the *Grovo* for their assistance in refusing to engage any but Union men. On the whole we can count this a successful week, as through the action with those two vessels many of the royal standbaks have come to the front with their pieces, eyes right, dress-up, and shoulder arms.

BELFAST BRANCH.

At the usual weekly meeting, June 5, Mr. Walker, vice-president, in the chair, the members enrolled during the last fortnight were submitted for approval, and after a short discussion regarding the several names, it was unanimously agreed that they be duly accepted as members, on the motion of Mr. Douglas, seconded by Mr. Flannigan. The minutes having been adopted, correspondence was read and passed. The case of McNesbie was then taken up, he having sent his card to the secretary requesting to know if he could be reinstated. After a lengthened discussion regarding the past actions of McNesbie, it was unanimously decided that he be not again accepted in this Branch, but he be at liberty to join another Branch. The secretary then called the members' attention to the rule which makes it compulsory that all Branch officials must be elected at the last meeting in June; it was for the members to say whether those in office had given satisfaction, and he sincerely trusted that between the present time and the end of June members would consider the matter carefully, so as to be prepared at the half-yearly meeting to vote in favour of those they deemed most suitable for the different positions, for which nominations would be taken at the next meeting; the secretary also urged the importance of having an audit of the accounts, suggesting that it would

be as well to appoint a *bona fide* member and some gentleman outside the Union, or if that was not suitable, to put the matter in the hands of a chartered accountant. After a long discussion, it was not deemed necessary to go to any expense further than would reasonably be incurred by having an audit by two members of the Branch; members in the interval to consider who would be suitable. The evening being now well advanced, the meeting adjourned.

DOVER BRANCH.

At the usual weekly meeting at 13, Commercial Quay on June 6, Mr. A. Hollands in the chair, and Mr. A. Corson in the vice-chair, the minutes and the correspondence was passed, and the secretary reported that the s.s. *Cid* had gone from Dover to the Tyne by the run, and her crew had only got £2; they were all Union men, but he wished to state that they were not to be blamed for taking such a low wage. He said £3 had been asked for, but there were non-Union men in Dover who had offered themselves at a much lower wage, and the Union men rather than see themselves defeated by non-Unionists, had cut them out and took the two pounds. This, of course, would not pay them if they had intended to return to Dover, but their intentions were to stop at the North and ship out of those ports, as shipping was rather dull in Dover. They were therefore better able to take the £2, and have the pleasure of knowing that the non-Union men were defeated. He hoped those that had not already joined would come forward and do so. They would then be in a position to ask for a fair rate of wages, and know they had none to oppose them. The secretary then informed the members present that a great many men in Dover were hanging back to see what others were going to do, and as they said, "to see how the Union worked." But he wished to impress upon the minds of those that were hanging back that if they did not come forward and join the Union they could not expect any assistance from it, but once their names were placed on the books as members they would then be entitled to all the benefits and the assistance that was in the power of the Union to give them. The secretary further said that he was pleased to inform those present that 25 new members had been added to their list during the week, and he hoped to tell them at the next meeting that as many more had come forward. It was to the interest of those that had not joined to do so at once, as he thought the entrance fees would soon be raised to the same amount now being paid at other ports, namely 17s. 6d., and rising monthly 2s. 6d. After further explanation of the objects and benefits to be derived by men becoming members of the Union, the meeting was brought to a close.

GREAT GRIMSBY BRANCH.

An adjourned meeting of the Branch was held on Friday, June 6, to confirm the resolutions of June 2 as to petitioning the local boats for redress of certain grievances as stated in last week's report. The resolutions were adopted *nem. con.* with the exception of a few verbal alterations. Bro. William kindly presided in the absence of the chairman at sea. The joint manifesto of the Hull Branch of the N. A. S. and F. Union and the Local Society was adopted by the Branch, on the motion of Bro. Wardell, seconded by Bro. W. Brown, and the members pledged themselves to carry out its terms to the utmost of their power.

The usual weekly meeting was held June 9, the Branch president, Mr. G. T. Brock, in the chair. The minutes of the two previous meetings were unanimously adopted, on the motion of Bro. Wickett, seconded by Bro. Stone. The financial statement for the week ending June 6 was read with general satisfaction, showing a clear balance on the week's work of £15 7s., an unprecedented amount for such a small Branch; 21 new members were accepted into the Union, including 15 engineers from the steam fishing vessels, and six ordinary members, on the motion of Bro. Wickett, seconded by Mr. Hodgecock. The secretary informed the meeting that on the next meeting night nominations would be taken for the election of officers for the ensuing half-year. This concluded the business of an orderly and well conducted meeting. Unemployed sailors and firemen the same as last week.

FLEETWOOD BRANCH.

At the usual weekly meeting, June 10, in the absence of Mr. Rattary, Mr. McCall was moved to the chair. The minutes and correspondence having been adopted, there was a great discussion in regard to men coming here from Liverpool. The s.s. *Coat*, of Cork, wanted a crew of runners from here to London via Antwerp, so our men having wrought by the ship all the time she lay here wanted £5 for the run, which was refused, the money offered being 32s. 8d. per week. Of

course, Liverpool was handy and they went off for men, who were brought here for 30s. per week, although the Fleetwood secretary sent telegrams to Liverpool to stop all men coming to Fleetwood. But they came, and we stopped them at the station and offered to pay their fare back to Liverpool, they being all Union men. That some declined to do, as they said they would lose more work when they got back to Liverpool, but three of the sailors manfully came out with us and the ship sailed three sailors short, they being all brought from Liverpool by the chief officer of one of the other boats, and he wanted to make the men sign the articles in the train, also in a ladies' waiting room at Preston. It is coming to something now Jack has to sign on the railway. That's what we would call a running agreement. The men's names who refused to go in the ship are:—Peter Murphey, Glasgow; Patrick McShana, Workington and W. Murphy, Liverpool.

GOOLE BRANCH.

At the meeting, Bro. J. Hackett in the chair, the minutes being confirmed, the secretary gave his report of the proceedings of the Trades Council, and Mr. Kenneth McKenzie, Secretary Amalgamated Engineers, addressed the members on the advantages of combining together, and said he was proud to say that the engineers, sailors and firemen, and all the other working men of the town would be able to sit side by side together and discuss matters affecting their interests. Bro. James Hackett proposed a vote of thanks to Mr. McKenzie, and congratulated him and others on the success that had attended their efforts in forming a Trades and Labour Council for Goole. He also congratulated the secretary on being elected secretary to the Council. Mr. Chappell (secretary) seconded the vote of thanks to Mr. McKenzie, and also thanked Mr. Hackett for the reference he had made to himself. The vote of thanks was carried. Mr. McKenzie suitably replied, and the meeting closed after various other business was done.

The first meeting of the Goole Trades Council was held at Bank-buildings, on Saturday night last, when the following were elected to hold office till Jan. 1 next:—President Mr. J. H. Stevens (Typographical); vice-president Mr. K. McKenzie (Engineers); treasurer, Mr. J. F. Hedley (Stonemasons); corresponding secretary Mr. W. R. Chappell (Seamen's); minute secretary Mr. J. Gledhill (Dockers); trustees Messrs. K. McKenzie, and J. Harrison; committee: Messrs. R. Rockett (Engineers); Thos. Briggs (Carpenters' and Joiners'); T. Haladay (Shipwrights); J. Crabtree (Keelmen's); W. Field (Sailors and Firemen's); R. Wright (Dockers). Time and place of meeting was agreed to, and the Council adjourned until June 13.

Bristol Branch report received too late for this week's issue.

THE German Consul at Grimsby is taking evidence from smackmen in the Grimsby fleet as to the arrest by a German gunboat of the smack *Lady Godiva*, of Grimsby, for fishing in German waters.

THE American liner *Ohio*, which arrived a Queenstown on Saturday, from Philadelphia, reports having on the 3rd inst., in lat. 47 N., long. 45 47 W., passed a very large iceberg, 800 feet long and 80 feet high.

A CABLEGRAM has just been received at Liverpool reporting the death of Captain H. Simonds, of the African Royal Mail steamer *Ambroz*. Captain Simonds had been in the service of the African Steamship Company for the past 21 years.

A CONSIDERABLE amount of sickness from pneumonia is just now prevalent on board H.M.S. *Asia*, at Portsmouth, among the stoker recruits. Several deaths have occurred. The uniform is suggested to be the cause, as the men are put in a sailor dress, which permits exposure of the chest.

A SEAMAN IMPRISONED.—At the Lawford's Gate Petty Session, on June 9, James Stevens, seaman, belonging to Gloucester, was charged with wilful disobedience of the lawful commands of the master (Theodore C. Miller) of the ship *Ayrshire*, lying in Kingroad, Avonmouth, on June 7. Complainant said on Saturday they were going down the river, and when prisoner was ordered to clean the deck he refused. Prisoner admitted the offence, and said he belonged to the Union, and it was the duty of members not to proceed in a ship where there were non-Union men. He said this because there were non-Union men on board. Prisoner told the bench that he was willing now to proceed to sea if the captain would allow him. The complainant stated that he would rather not have him in the ship now, as the man was the leader of the whole disturbance. Seven men refused to do their work, but they all gave in except the prisoner. The magistrates sentenced him to 14 days' hard labour.

THE ship *Arthurstone*, of Dundee, at Queens-town, reports the drowning of the second officer, Mr. James Cook.

THE death is announced of Captain White, of the Wilson line steamer *Cato*, who died somewhat suddenly at sea on a voyage from St. Petersburg to London.

THE *Parthenia*, a Liverpool vessel, which is posted as missing, left Laguna under the command of Captain Ferneaux, and had a crew of about eight hands; she had a cargo of mahogany.

TWO SAILORS DROWNED.—The American ship *Challenge*, at Queenstown from Portland, reports that a month ago one of the ordinary seamen fell overboard and was drowned. He belonged to Michigan. The London ship *Sutlej*, Captain Pitt, also arrived from Port Pirie, reports that during the passage an able seaman, belonging to Exeter, England, was washed overboard and drowned.

MR. JUSTICE BUTT has awarded to the two steamers, the *Aldersgate* and the *Ohio*, which assisted the *City of Paris* in her recent disaster, the sums of £7,500 and £600 respectively. Together with her cargo and freight the value of the *City of Paris* was £278,000, and she had 1,060 persons on board. The *Aldersgate* herself was a large vessel, worth with cargo and freight £100,000. Of the sum of £7,500 awarded to her, £6,125 was directed to be paid to the owners, £150 to the master, and the balance of £925 to be divided among the officers and crew according to their rank. The £600 awarded to the *Ohio* was divided in the same way, into sums of £400, £50, and £150.

AN important communication has just been received from the secretary of the Fishery Board of Scotland in regard to the closing of the Moray Firth against beam trawling. A memorial was presented by Mr. Otto Macqueen, Aberdeen, and others, signed by 2,348 Moray Firth fishermen, praying the Board to close the Firth against beam trawling, so as to protect the fishing ground known as Smith's Bank. The Board's decision is to pass a bye-law closing the waters in the Moray Firth inside a line drawn from the Ord of Caithness on the north to Craighead, near Buckie, on the south; but delays consideration of the line recommended by the petitioners—namely, from Duncan-by Head to Rattray Point—as well as the other areas delineated by the deputation, until the question is more fully investigated.

STEAM COLLIERIES AND THAMES SMACKS.—In the House of Commons, Major Rasch has asked the President of the Local Government Board whether his attention has been called to the frequent cases in which smacks were run down by steam colliers in the estuary of the Thames, as in the case of the *Osprey*, of Burnham, on May 18; and whether the public prosecutor could be instructed to take proceedings when loss of life had resulted from the neglect of those in charge of the steamer. Sir M. Hicks-Beach replied that such cases did not appear to be frequent, as the number of smacks run down by steamers of all kinds in the estuary of the Thames during the last six years had been ten, and the number of lives lost in consequence 14. When loss of life results from the personal culpable negligence of any person in charge of the steamer the public prosecutor might take proceedings.

A SEAMAN FINED.—George Bradley, of Quebec, living at Middlesbrough, was charged at Stockton, on June 9, with desertion and disobedience. Defendant signed articles at Stockton for the steamship *Etna*, as cook for a voyage to Carthage. On May 7, while the vessel was coming down the Tyne, starting on her voyage, he asked the captain for an advance note. The captain said he should have applied at the proper time. Defendant jumped overboard and tried to swim ashore. A tug boat brought him back. For a time he refused to go on board the *Etna* again unless he was given the advance, but ultimately he did so, and completed the voyage. The disobedience was that when the vessel was leaving her moorings at Carthage, defendant refused to assist Mr. Brown argued there was no desertion, the defendant having completed the voyage. Defendant regarded it as outside his duty as cook to assist in unmooring. Defendant's wife was unprovided for at the time, and he did not wish to leave her so, and understood an advance would be given. The Bench ordered defendant, in the first case, to forfeit 17s. 6d. due to him, and fined him £2 and costs or a month for disobedience.

BLYTH BRANCH.

Will R. A. BLASTROM, No. 7, Blyth Branch, communicate with the Secretary immediately. Important.

JAS. HEATLEY, Sec., 9, Market-st., Blyth.

NATIONAL AMALGAMATED
SAILORS' AND FIREMEN'S UNION
OF GREAT BRITAIN AND IRELAND.

WAGES.

STEAM, MONTHLY.

Sailors and Firemen, all round	... £4 15 0
Cook and Boatswain	... 5 5 0
Lamp Trimmer	... 5 0 0
Steward and Carpenter	... 6 5 0
Donkeymen (Overtime extra)	... 5 10 0

STEAM, WEEKLY.

Sailors and Firemen	... £1 12 8
Carpenter and Steward Cook	... 1 16 0
Lamp Trimmer	... 1 15 0
Donkeymen (Overtime extra)	... 1 16 0

SAIL, SOUTHWARD.

Sailors	... £3 10 0
Cook and Boatswain	... 4 10 0
Steward	... 5 10 0
Ordinary Seamen	... 2 10 0
Carpenter	... 6 0 0

SAIL, WESTWARD.

Sailors	... £4 0 0
Cook and Boatswain	... 4 15 0
Steward	... 5 15 0
Carpenter	... 6 0 0
Ordinary Seamen	... 3 0 0
Daily Wages 5s. Tides' Work 5s. Boiler Cleaning 6s. per day.	

PULL TOGETHER!

Officers can engage Men at the Union Offices, Coronation-street, South Shields, at the above Rates. Entrance Fee, 17s. 6d., from 1st May, 1890, rising monthly 2s. 6d.

DAVID CLEMENT, Secretary.

Meeting Nights, Mondays, at 7 p.m. Sociable on Fridays, at 7 p.m.

WAGES AT CORK.

Westward.

Sail.	Steam.
Sailors ... £4 0 0	Firemen ... £5 0 0
Cooks & Boat-swains ... 4 15 0	Sailors ... 4 15 0
Stewards ... 5 15 0	Cooks & Boat-swains ... 5 10 0
Carpenters ... 6 5 0	Donkeymen ... 5 10 0
Ordinary Sea-men ... 3 0 0	Stewards ... 6 10 0
	Carpenters ... 6 10 0

Southward.

Sail.	Steam.
Sailors ... £3 15 0	Sailors & Firemen ... £4 10 0
Cooks & Boat-swains ... 4 10 0	Cooks & Boat-swains ... 5 5 0
Stewards ... 5 10 0	Stewards ... 6 5 0
Ordinary Sea-men ... 2 15 0	Carpenters ... 6 5 0
Carpenters ... 6 0 0	Donkeymen ... 5 10 0

Steam—Weekly.

Cross Channel	Foreign Trade.
Passenger Boats.	
Sailors & Firemen ... £1 10 4	Sailors & Firemen ... £1 12 8
Cooks ... 1 12 6	Steward Cooks ... 1 16 0
Donkeymen ... 1 15 0	Carpenters ... 1 17 6
Carpenters ... 1 17 6	Donkeymen ... 1 16 0

ROBERT FINDLAY.
UNION SUPPLY STORES.
60, GRANGE ST., GRANGEMOUTH,
Wholesale and Retail
GROCER AND PROVISION MERCHANT.
Members of the Sailors' and Firemen's Union supplied at lowest cash prices.

SAILORS' AND FIREMEN'S UNION
BOARDING HOUSE,
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"FORESTERS ARMS."
81, EAST HOLBORN, SOUTH SHIELDS.

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Write for Illustrated Guide (c. 1 pages, three stamps). "How to open respectably, £20 to £1,000." TOBACCONISTS' OUTFITTING COMPANY, Chief Offices, 181, Euston-rd., London, the largest and oldest complete Tobacconists' Furnishers in London.

N. A. S. & F. U.
HULL BRANCH.

Section B.—Steam Trawler and Tug Boat Engineer Branch.

Section C.—Fisherman Branch.

Meeting Nights: Monday and Thursday at 7.30 p.m., at Union Offices, West Dock Avenue, Billingsgate, Hull.

Join at once; combine to protect your interests, and improve your condition. Entrance Fee to be raised shortly.

OFFICE OPEN DAILY FROM 9 A.M. TO 5 P.M.

NOTICE.

To all Union Crews Sailing from London.

If from sickness, or any other cause, any men who have signed in your ship fail to turn up at the appointed time, and your ship leaves the Dock short-handed, but with the intention of shipping men in the river, or at Gravesend, ascertain the number of men that is short, and report the same to the Delegate on board the Launch, or at Gravesend. Do not allow boarding house masters, runners, or any other of the Thames sharks that infest the river to put any men on board. Remember that you can get Union Men at Gravesend, or from the Launch that flies the Union flag.

JOHN DEGNIN, Sec., Gravesend Branch.

TUG BOAT BRANCH.
SAILORS' & FIREMEN'S UNION.

NOTICE.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at Mr. Fysh's, 257, East India Road, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Wednesday evening.

THE SHIP'S SURGEON OF TO-DAY.

BY

C. H. LEET, F.R.C.S., Eng.

Late Surgeon-Major Army Staff, and some time Surgeon White Star, Cunard, and Alfred Holt Lines, &c., &c.

Opinion of *The Lancet*.—"This pamphlet throws a lurid light on the discomfort and petty insolence a surgeon who attempts to do his duty by his employers, the passengers, and the crew, is exposed to from the officer in command, unless he is content to close his eyes to all abuses."

The British Medical Journal says:—"Dr. Leet is doing good service by drawing attention to the present very unsatisfactory position of ships' surgeons."

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FEES MODERATE.

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CAPTAIN BROUGHTON
Holds Certificates for Extra Master, Comp. Dev., and A.B. from H.M.S. President. Separate rooms for each grade. Seamanship class daily. &c.
TELESCOPE AND THE COLLISION AVERTER.

NOTICE

TO UNION SEAMEN.

Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

NOTICE.

Sailors are earnestly requested not to join any Whitstable or Faversham vessel under £3 10s. per Month, and Ordinary Seamen according to their merit, as the men intend to sail by the Month instead of by the Voyage. Branch Secretaries and Delegates are requested to look after the above vessels that may visit their Ports.

J. DONOVAN, Sec.,
WHITSTABLE BRANCH.

March 30, 1890.

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119, HIGH ST., KING'S LYNN,
UNION CLOTHING SHOP,

Is the BEST HOUSE in the EASTERN COUNT-ES

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SHOULD GO TO THE

CHAMPION PHOTOGRAPHER

DOWLE,

34, BARNES ROAD, CANNING TOWN.

CARTES DE VISITE,

3 FOR 1/6.

SOFT TACK.

MRS. CATHERINE MITCHELL, widow of the late J. B. Mitchell, chief mate of the S.S. "Julia Wiener," begs to inform the Seafaring class who trade to Tyne Dock that she has opened the shop, 15, SLAKE TERRACE, TYNE DOCK, and will supply Home-made Bread at the lowest possible Prices.

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Captains supplied at Wholesale Prices. N.B.—OILSKINS & SEA BOOTS A SPECIALITY.

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CABINET & BEDDING
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28 & 29, GREEN ST., UPTON PARK, E.
Houses Furnished from 10 to 100 gs.

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SEAMEN'S BEDDING
PURE WOOL BEDS,
4/6, 5/6, 6/6, 7/6 each.
BUSH RUGS & COLOURED BLANKETS
Sent free to any part of the Kingdom on receipt of
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

NOTICE.

To Members of the National Amalgamated
SAILORS' AND FIREMEN'S UNION.
All Union Men arriving at or sailing from
LEITH are invited to visit

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Pawnbrokers' Salerooms & Seamen's Outfitting Stores
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Where he has always on hand a large stock of New and
Second Hand Clothing, suitable for Seamen, at prices to
suit everyone. Also large quantities of unredeemed
pledges, consisting of Gold and Silver Watches,
Sextants, Optical Goods, Marine and Field Glasses, at
really low prices.

ARMY & NAVY TROUSERS FROM 1/6 TO 3/6
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NOTE.—L. H., being an authorised agent for the most
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may depend on getting the best value.

OILSKINS FROM 6/6 TO 10/6 A SUIT.
N.B.—Members of the Seamen's and Firemen's Union
supplied on Special Terms. Advance notes cashed at
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GENERAL SECRETARY,
CABINET SIZE,

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UNION HOME,
26, UNION STREET, LIVERPOOL,
Sailors and Firemen 15s. per Week.
A. J. CANDLER, Proprietor.
N.B.—Every attention paid to Boarders. None but
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Bedding supplied at wonderful prices.

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SHOULD GO TO

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For Serges, Oilskins, Guernseys, Officers' and
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Hats, Ties, Scarves, Collars, &c., of the Newest
Style.

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SAILORS' OUTFITTER
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ALLSOPP'S MILD & BITTER ALES & STOUT.
Choice Wines. Cigars of the Finest Quality.

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CLOTHIER & OUTFITTER, &c.,
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CONCERT ROOM OPEN EVERY EVENING
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WINES, SPIRITS, BEERS AND CIGARS OF THE
FINEST QUALITY.

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GLASGOW HOUSE,
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In all its Branches. Advance Notes cashed for 1s.
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N.B.—Special terms for members of Seamen's
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THE BEST PLACE TO GET
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MODERATE CHARGES.
ATTENTION AND CIVILITY GUARANTEED.

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Seamen Boarded by Day or Week according
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Seafaring Men of all Classes will find the above
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GOOD MEALS AT MODERATE CHARGES
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C. MARRINGTON,
PRIVATE BOARDING HOUSE FOR OFFICERS ON
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HOME COMFORTS STUDIED. TERMS MODERATE.
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SEAFARING MEN VISITING SUNDERLAND

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NOTED FOR GOOD PLAIN COOKING. COMFORTABLE BEDS
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BOARD AND LODGING BY THE DAY OR WEEK.